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WHAT'S WRONG WITH THE WORLD?  
BY G. K. CHESTERTON.

[27]

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[a35]

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Hongkong, 24th July, 1905. [a358]

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TELEGRAPHIC ADDRESS "COMFORT,"  
Hongkong, 1st September, 1910. [a542]

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Hongkong, 4th December, 1907. [a36]

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Hongkong, 29th August, 1910. [939]

HONGKONG CLUB.

NOTICE.

THE EIGHTEENTH HALF-YEARLY  
DRAWING OF SIXTY-FIVE

DEBENTURES (1896 issue) of the Hongkong Club, payable on FRIDAY, the 30th Sept., 1910, will be held at the Club House at 11 o'clock A.M. on SATURDAY, the 17th September, 1910.

Bearers of Debentures are invited to attend the Drawing.

By Order,

JAMES CRAIK,  
Secretary.

Hongkong, 1st September, 1910. [939]

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THE MANAGER

[a213]

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[25]

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ONLY communications relating to the news column should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be used.

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BIRTHS.  
On August 28th, at Shanghai, to Mr. and Mrs. ERNEST J. ALLEN, a daughter.

On August 28th, at Weihaiwei, the wife of DR. R. J. MARSHALL, of a daughter.

DEATHS.  
On 1st inst., at Wong-Nai-Cheong Road, SAMUEL FARREL—Funeral will take place from residence to the Colonial Cemetery at 10.14 a.m.

On August 27th, at Shanghai, FRANK EDWARD GRANT of the North China Insurance Co. Ltd., aged 34 years.

On August 29th, at Shanghai, GEORGE WILLIAM APPLEY, Chief Engineer of the ss. Chuentiao, aged 50 years.

HONGKONG OFFICE: 10A, DES VEUR ROAD, LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 3RD, 1910.

The equanimity of the Japanese Government is unlikely to be seriously disturbed by the resolution which REUTER tells us has been passed by the "Korean National Association" in San Francisco, protesting against the annexation of Korea and declaring their intention to fight for the independence of their country. Their methods of warfare are well known, and the resolution should put the American police authorities on their guard. We do not know the membership of the "Korean National Association," but the San Francisco group must be a very small clique indeed, and it is certainly one which has very little claim to public sympathy.

It was this group which two years ago encompassed the foul murder of Mr. STEVENS, Councillor to the Korean Government, as he was about to embark at San Francisco to return to Seoul after a holiday in the United States.

Assassination has been a feature much too

common in the political history of Korea. The latest report of the Residency General says very truly that the history of Korea is "dotted with these black crimes." It is recalled that during the summer of 1907, several attempts were made to assassinate members of the Cabinet, and we are told that Ministers, ever since, have had to be constantly escorted by armed police. We are also told in the Report that documents found in the possession of a ringleader of a body of insurgents calling themselves the "Righteous Army," disclosed that Prince Ito and General HASEGAWA, Commander-in-Chief of the Army, were on the death list. When, therefore, the "Korean National Association," which has industriously encouraged the insurrectionary movements in Korea, announces their intention to continue fighting for the independence of their country we can only interpret the decision by the character of the past achievements of the organization. Rapine and murder are the principal weapons of their warfare. The resolution, therefore, should serve to warn the American authorities that the Koreans who have established themselves in San Francisco are men who require to be carefully watched, if crimes like the foul assassination of Mr. STEVENS are not to be repeated on American soil.

The Korean National Association is impotent to divert the Japanese Government from its set purpose, and it may be hoped that experience during the past few years has taught the disaffected groups in Korea the futility of resistance, and the disastrous consequences of obeying the dictates of a body of men in San Francisco incapable of realising the utter hopelessness of the struggle.

The lock-out in the German shipbuilding yards seems to be assuming much larger proportions than was thought likely a month ago. REUTER reports that twenty-one yards and twenty-two thousand men are now affected. The movement has its origin in a demand from the riveters and other employees in the Hamburg yards for a reduction in the hours of labour from 56 to 53 hours per week and an increase of ten per cent. in wages. After consideration the Shipowners and German-Shipbuilding Yards Association decided to refuse both demands. The men's answer to this refusal was a strike, by about 8,000 of them. Thereupon the shipbuilding yards group of the Association of German Ironmasters met in Hamburg and resolved to cut down work in all the private shipbuilding yards presumably to intimate to the men's organisations that they were not to be frightened by threats of an extension of the strike. Some of the newspapers pleaded for intervention or arbitration, but there was no evidence that such remedies would be sought seriously before the fight had begun. Effect was given fully three weeks ago in some of the yards to the resolution to cut down work. The Vulcan yards at Stettin reduced their list of employees by three thousand, and similar measures were taken at Flensburg and at Kiel. The imperial yards were expected to support the employers to the extent of accepting no new workmen while the dispute lasts. Our telegram to-day contains no suggestion that an early settlement is anticipated; on the contrary, it states that the men are finding employment farther afield. If there is plenty of work offering for the men elsewhere, it is not easy to see how the dispute will end. The masters are presumably losing money by "cutting down" work, a policy which cannot be continued indefinitely especially at a season when there appears to be work enough going to keep the yards well employed. So serious a dislocation of the shipbuilding industry, if continued for any length of time becomes matter of national concern, especially when a large programme of naval construction is in hand; and for that reason Government intervention cannot be considered improbable if private effort to bring the dispute to an end fails; because so long as it continues there exists a danger of a "sympathetic strike" in the imperial yards.

The a.s. Lightning, which arrived from Singapore yesterday, brought twenty-two deportees. They were transferred to the quarters at Tsimshatsui, and will be forwarded to China in due course.

The big fight between Bill Lewis and Battling Simms takes place at the City Hall to-night, and promises to be an exceptionally interesting and keenly contested one. When the men met before Lewis won on points, but this time Simms hoped to square the account. In addition to this there are several interesting preliminaries.

The French Mail of the 2nd August was delivered in London on the 1st inst.

Corporal W. H. Polling, of No. 1 Company H.K.V.C., has been granted leave of absence for 12 months with effect from the 3rd September.

Captain A. E. Gentles, commander of the steamer Lightning, has gone Home on leave, and the vessel is now commanded by Captain Smith.

The police are investigating a case in which a Frenchman is alleged to have demanded \$10,000 with men from a boarder at the Astor House Hotel.

Much damage was done to the city of Haemintun, Manchuria, by floods last month. About 500 houses collapsed, and it is reported that upwards of 400 lives were lost.

Messrs. G. Leaton, S. G. P. Yeadell and C. Mackay have joined the Hongkong Volunteer Corps, and Troopers A. T. Walker, P. C. Potts and B. Howard have been permitted to resign.

Owing to the collapse of a bridge on August 21, traffic on the Anting-Mukden Railway was interrupted. Heavy rains were also responsible for the flooding of the Japanese Consulate in Haemintun on August 22nd.

Mr. J. C. Mehan, superintendent of the department of sanitation and transportation in Manila, sustained painful injuries in a carriage accident last week which obliged him to take to his bed.

Mr. Dickenson, the U. S. Secretary of State for War, who had been on a tour in the Philippines, leaves Manila to-day on the transport Crook, which is due in Hongkong on Monday. The transport will go into dock at Kowloon.

Mr. George P. Lammert is selling this morning at his sales rooms in Duddell Street an exceptionally choice collection of wines and spirits, &c., from well-known firms whose names are given in the advertisement which appears in another column.

The Portuguese cruiser Vaso da Gama, which had been in these waters for close on two years, left for home yesterday. She proceeds via Manila, and Capo Colony, calling en route at the Portuguese possessions in Oceania and Africa.

His Majesty's Chargé d'Affaires in Peking and Mrs. Max Müller arrived at Port Arthur on August 21st on board H. M. S. Alacrity from Weihsien. Admiral Tomioka gave a dinner in their honour that evening. They were to leave Port Arthur on the 23rd for Mukden.

A small boy who entered the house of a Japanese resident in Gresson Street, Wan Chai, and stole a coat, told the police that he entered to look for his mother. The police made inquiries and found that the boy was an orphan. He was charged before Mr. E. H. Halifax at the Magistracy yesterday and sentenced to 49 hours' detention and twelve strokes of the birch.

According to telegrams which have reached Shanghai the present Emperor of Korea will be known as Prince Yi, ranking immediately after the Crown Prince of Japan, with an annual pension of 1,500,000 yen. Korea will be known henceforth as Chosen (which has always been the Japanese name of the country). The present Resident-General will be replaced by a Governor-General.

A disastrous fire broke out on the 27th ult. in Cobu. Two blocks in Magallanes, the principal street, were destroyed, causing a property loss estimated at P.350,000, on which P.235,000 insurance is understood to have been carried. Among the buildings burned was that occupied by Secker's branch store. Many Chinese merchants lost their entire stock of goods and saw their whole property swept away. The fire started in a Chinese shop.

His Excellency the Officer Administering the Government has been pleased to promote Lieutenants M. S. Northcote and W. M. Scott to the rank of Captain in the Hongkong Volunteer Corps, vice Captain T. Skinner resigned, and Captain W. Nicholson, resigned, with effect from the 24th March, 1910, and the 13th August, 1910, respectively. Captain M. S. Northcote is posted to No. 1 Company, and Captain W. M. Scott to No. 4 Company.

SHERIFF DONE TO DEATH.  
BODY FOUND IN THE HARBOUR.

On Thursday morning the police at Tsimshatsui discovered the body of a Chinese floating under the Star Ferry wharf. The head had been nearly cut off and there were several wounds on his body, indicating that the man had been stabbed. He was removed to the mortuary and subsequently identified as the sheriff of the Hongkong General Chamber of Commerce by his brother, who is an employee of the Hongkong Hotel Company. The police do not consider that robbery was the motive of the crime, as when the body was found there were rings on the man's fingers and a \$5 bill in a pocket of the clothing worn.

A story is current that the deceased was seen bargaining with another Chinese in Lyndhurst Terrace with regard to the sale of a diamond ring, but no bargain was struck, as the intending purchaser thought the shroff wanted too much for it. They parted, and the shroff is supposed to have been subsequently decoyed into a house in Chinese Street, near the Central Market, and there done to death by the would-be purchaser of the ring. The body, it is said, was put in a bag, carried down to Bank wharf, and there committed to the water late at night or in the early hours of morning. When found, however, the bag was missing. The police have detained a man on suspicion of having committed the crime.

## TELEGRAMS.

[Protected by the Telegraph Message  
Copyright Ordinance, 1894.]

FROM THE "CHUNG NGOI SAN PO."

## THE VICEROY OF CANTON.

PEKING, September 2nd.

It is reported that the Governor of Shantung, His Excellency Sun Po Ki, will be appointed Viceroy of Canton in succession to His Excellency Yuan Shu Fan.

The Governor of Kiangsu is to succeed Sun Po Ki.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS".]

## JAPANESE GENERAL AT A GERMAN PARADE.

LONDON, September 1st.

General Kawamura, of the Japanese Army, attended the annual autumn parade of troops before His Majesty the Kaiser at Berlin.

## PORTUGAL AND THE VATICAN.

LONDON, September 1st.

At Lisbon the Ministers are preparing to promulgate measures against religious congregations similar to those adopted in Spain.

## GERMAN SHIPBUILDING LOCKOUT.

LONDON, September 1st.

Twenty-one yards employing altogether about 22,000 men are affected by a German shipbuilding lockout.

Numbers of the men have obtained work further afield.

## REPORTED ABANDONMENT OF TIBET EXPEDITION.

LONDON, September 2nd.

A message from Darjeeling states that the stores collected at Siliguri for the Tibet expedition have been dispersed elsewhere.

The advance is understood to have been abandoned.

The Chumbi traders are deeply chagrined.

The Dalai Lama's entourage are much depressed, as their secret hope of the Chinese and British being at variance is lost.

## WARWICK MAJOR'S COMEDY CO.

The Comedy Company which Mr. Warwick Major is bringing to Hongkong next week is coming with most excellent entertainments from Bombay, Calcutta, Burma and Singapore. The reception accorded to Miss Georgia Corliss in each town must have been particularly gratifying to her, whilst the other artistes who are supporting her gave a most excellent account of themselves during the two weeks they played in Singapore last May. They have not visited Hongkong previously, but they are certainly arriving with a good reputation. M. Warwick Major is wise not to lead out with heavy plays, though five new productions are to be staged which should prove interesting, notably, the German students' play "Old Heidelberg," and a comedy from the pen of George Bernard Shaw, none of whose dramatic efforts have yet been seen by the Hongkong public. After a somewhat lengthy period of stagnation so far as matters theatrical are concerned, no doubt many will avail themselves of an opportunity to spend a few merry evenings at the Theatre Royal next week with Miss Corliss as their principal entertainer. The Company's farewell performance at Singapore was given on Thursday night, and a wire received by the management yesterday stated that they had a record house. His Excellency the Governor being present.

The total output of the Chinese Engineering and Mining Company, Limited, three mines for the week ending 20th August, 1910, amounted to 16,618.81 tons and the sales during the period to 15,975.30 tons.

The Chung Yee Tong (Chinese Sailors' Society), London, have sent a contribution of £20 to the funds of the Seamen's Hospital Society. Dreadnought, in recognition of treatment afforded to sick and injured Chinese seamen in Great Britain.

The Japanese Railway Board announces that it has instituted a law-suit against Baron Bobloff, an Austrian, who is now staying in Japan as an artist, concerning alleged outrages committed by him in a train from Nagoya to Tokyo on July 23rd. The train conductor and "boy" who are alleged to have been assaulted by the Baron, have also filed an action against him.

## WITH DOG AND GUN IN THE NEW TERRITORY.

CURLEW, GREENSHANK, ETC.

The great alluvial swamp of Deep Bay has been referred to as the home of myriad ducks, but they cannot lay claim to any monopoly of region. Many other birds—mostly semi-aquatic—find a home within its creeks, or on its tidal flats, and although many of these birds are found elsewhere, they are nowhere so numerous within the confines of the New Territories as to deserve particular notice.

Among the many and miscellaneous birds who inhabit this swampy region the principal are the curlew, greenshank, "winter" snipe and snipelets, while there are also cormorant, pelican and egrets, besides several species of large wading birds, including the blue heron.

The first named, the curlew, vary their feeding ground with the state of the tides; at highwater frequenting the backwaters of the swamp itself, and moving out with the tide to the mud-flats of Deep Bay. It has been asserted that these curlews are really whimbrel—nearly related to the curlew—but the writer having shot quite a number of them is confident they are the true curlew, the only difference being in their flesh, which is decidedly rank and fishy. Greenshank—which are allied to the snipe family—are very numerous, and are found throughout the whole swamp, also in the semi-cultivated portions in front of Pok Wai, Mai Po, San Tin, and Lok Ma Chau, and on the Chinese side of the Sham Chun River, opposite the last-named place. They generally congregate in flocks of about a dozen, and in the distance might be mistaken for grey plover. They are very wary of anyone on foot, but are less suspicious when a boat is used.

Being more cosmopolitan in their choice of food, their flesh is better flavoured than that of the curlew, resembling in taste and appearance that of the true snipe, although they are much larger than the latter. "Winter" snipe are also most numerous in the semi-cultivated portions already described, especially on the Tai Shan farm, San Tin, around by San Tin itself, in front of Tao Tau village, and on the Chinese side of the Sham Chun River, opposite Lok Ma Chau. They are distinguished from the "summer" snipe by having more grey in their plumage, particularly on the wings and neck. "Snipelets" are found everywhere along the creeks—and in the Sham Chun River, especially at low tide. As they are usually met with in large flocks, anything from one to three dozen may be got with both barrels, but from their diminutive size are scarcely worth shooting singly. Served on toast they make a welcome addition to the menu, and although many sportsmen despise them, they certainly deserve better recognition. The other birds mentioned—the cormorant, pelican, etc.—are interesting only from a taxidermist's point of view, or to students of natural history. The reason I make mention of them here is because most sportsmen would be certain to bag any of these birds should a favourable opportunity occur, if merely out of curiosity. The cormorant, or sea-crow, is found almost everywhere on the New Territory seaboard, but they favour rocky places, where the rocks are bare or just arash at low tide, and where muddy flats are in proximity. In Deep Bay they're most numerous on the rocky spit of Mong Taing village, and on the Pak Hok Chan Rocks at the right hand entrance to the Sham Chun River. The Chinese—whose olfactory nerves are less susceptible than those of Europeans—consider their flesh a great delicacy, but the average European's sense of taste or smell revolt at sight of the flesh, which is rank and oily. These birds have extremely voracious appetites, and daily devour enormous quantities of fish with an endless insatiable. Regarding pelican, the writer has often been laughed at for ever suggesting that these birds are ever found in these latitudes, but those few sportsmen who know Deep Bay well also know that every winter season finds a colony of pelican there. At the right hand entrance to the Sham Chun River there stands an isolated and crumpling mass of rock, sparsely covered with bushes; the remains probably of some giant mountain, which the eternal erosion of wind and rain has worn to a mere knob. To this place every winter season comes a number of pelican—about twenty or thereabouts—which are known to the Chinese as "Ho Tung Ngoo." If the writer is not mistaken the City Hall Museum contains one or more pelican shot at this spot, and the writer himself has twice bagged a pelican, using shotgun on each occasion. The largest of these shot measured over 6 feet from tip to tip of the wings, and 4 feet 8 inches from beak to tail. They are weird-looking birds, with their vacant stare and large pouches, and when wounded can use their formidable beak with effect. They are of course web-footed, but are capable of walking on land, and may often be seen waddling along the mudflats near their habitat. The egrets, a species of small white heron, sometimes erroneously termed a stork, is found all over the swampy land already described, but they are also numerous in many parts of Mirs Bay, notably in Starling Inlet, along near Shu A Cheung, and also in Tolo Harbour and Tide Cove.

They also frequent the larger rice-growing areas such as the Shap Pat Heung and Shoung Shui valleys, although they rarely make their presence seen until the second rice crop is planted. Inland, they often roost in the tall trees surrounding some village, where they keep up an incessant, hoarse monologue, long after the sun has sunk beneath the horizon. There are several species of them, including one with a yellow crest and neck, but the ordinary white ones are most numerous. The long, delicate hairy plumes on an egret's back have a certain market value which John Chinaman has not yet discovered, although I know one European who made quite tidy sums of money by posting the feathers to a firm in New York

HOME AND CHINA AFFAIRS.  
(FROM OUR OWN CORRESPONDENT.)

LONDON, August 10th.

## THE TURKISH NAVY.

There is no doubt about the fact that in selling two obsolete battleships to the Turkish Government, Germany did a fine stroke of work. They were two ships that did service in China waters a few years ago, but of course compared with what Turkey calls fleet to-day they are efficient enough. The exact figure is not known, but it is said to have been at least half a million sterling, so that if Admiral von Tirpitz could effect another similar sale he could next year go in for building another first-class Dreadnought without appealing to the Reichstag for funds. Apart from the mere fact of the advantageous sale the Germans are pleased because it confirms the fact that there is a boom in German influence at Constantinople. Perhaps that accounts for the hitch in the negotiations that had started for the reorganisation of the Mahasenah Steamship Company—the largest coastal trade concern in Turkey—by the Fairfield Shipbuilding Company and the Weddel-Turner Company, two British concerns. The arrangement was for those companies to thoroughly equip and work the Turkish enterprise and float the stock on the Turkish and British markets. The Government in Constantinople promised to take up whatever stock the public did not take up, but after a while, when the issue of £900,000 had been announced, they withdrew from the promise. Then a period of wire-pulling followed, at the end of which the Turkish Minister of Public Works was authorised to complete the arrangements on the lines mentioned. But even then all was not right. A hitch has arisen, and it appears to be final. Very likely we shall hear soon of Germans undertaking the self-same work of re-organisation.

## THE OUTPUT OF THE ARSENALS OF EUROPE.

As to the competition between our neighbours and ourselves in naval and military matters, I understand that an exhaustive report has been received by our government as to the productive capacity of all the principal arsenals in Europe, the United States and Japan, both government and private concerns, and the information is of an extremely valuable character. It will not be made public, but the general statement may be made that it shows that in times of stress other Powers will have to depend much more largely on private monopolistic sources of supply than will the British Empire.

## SHIPPING COMPETITION.

In the world of commercial shipping, too, there is great competition, though I am assured that it is partly natural and only partly due to the stress of international struggle. Since the Cunard Liners *Mauritania* and *Lusitania* were floated the palm for speed and tonnage in ocean levitations has rested with the British, for the *Deutschland* was left well in the rear. But ever since there has been preparation for still greater monsters. Now the White Star will soon launch at Belfast two sister ships for the Atlantic route, the *Olympic* and the *Titanic*, that will be thirteen thousand tons greater than the *Mauritania*, and immediately we hear that the Hamburg American line will produce in 1913 the *Hanse* that will run to 50,000 tons. It will not be so speedy as its predecessors—about 22 knots is mentioned—but will take an immense amount of cargo besides passengers. On the top of that comes the unconfirmed report from Liverpool that the Cunard is to build a sixty thousand ton giant, and the Mersey Board have already started to enlarge the dock accommodation so that a ship of 1,000 feet in length may readily berth. Moreover, the Southampton Dock authorities have promised to enlarge the entrance to the harbour to admit White Star monsters of the future, and the Hamburg authorities are similarly at work on the Elbe. Now it cannot all be put down to an insensate competition. The real fact is that when the New York harbour authorities completed the new Ambrose Channel and made other improvements in the approaches to the harbour, shipping companies found the limitations for Atlantic liners removed and so the progressive stimulants really came from the West and the present drawbacks are on this side, not on the American coast. I suppose so long as vessels have a tendency to ground in the Suez Canal these levitations will not be on the regular route to the Far East.

## PAQUEBOT FACILITIES.

Firms dealing largely with the Far East are making representations to the General Post Office as to the greater facilities offered by Germany than England for parcel traffic. Parcels up to ten kilogrammes in weight can now be sent from Germany to any Chinese post office and the Chinese Government undertakes responsibility for safe delivery. Previously the limit was five kilogrammes and the risk was with the sender. No doubt the betterment is a tribute to the advance of the Chinese postal service, too, but the fact that Germany makes use of it to extend trade while England does not is a matter that merits attention at headquarters. Moreover, value of parcels may be declared up to forty pounds sterling under the new China-German post treaty.

## RAILWAY CONSTRUCTION IN NETHERLANDS-INDIA.

According to information from The Hague, the Netherlands Government will soon undertake the construction of several hundred miles of railways and terminal harbour works in the Dutch East Indies. The State General will be asked to grant the appropriations this Autumn and then tenders will be asked for. The surveys have already been made, and it is known that the engineering difficulties will be considerable, owing to the nature of the country to be traversed.

## THE PANAMA CANAL.

As the Panama Canal approaches nearer to completion measures are being taken to make our own West Indies better equipped to serve as British repair and supply stations. But

apart from that, there is much discussion as to the prospects of the recently opened railway across the Isthmus of Tehuantepec, for the new Mexican railway route threatens to be a serious rival of the American canal. Enormous traffic developments have already to be reckoned in connection with the line and fifteen steamship services are running to and from Salina Cruz, on its Pacific side, and Puerto Mexico on the Atlantic, where modern facilities for handling cargo are in use. In view of these things the Government of Mexico, in conjunction with Messrs S. Pearson & Son, the big British contractors, are to lay a double track forthwith to extend the steamship arrangements at the terminals. One of these latter concerns is the Canada-Mexican line, running between Vancouver and Santa Cruz. By that route it is believed a great deal of the western Canadian wheat will be sent to the world's markets this year, and there will be no hampering of traffic by ice as in the St Lawrence route from Canada in winter. Moreover, Japan is saving, in some cases, the expense of the passage through the Suez Canal by using this Mexican railway. A big Japanese firm has taken the lead in this respect and plans are well forward to augment the Atlantic steamer connections for this purpose. Doubtless for vessels with full cargoes the Panama canal will be chosen, but for individual firms with smaller consignments the Mexican route may have a look in if the Panama tolls dues are fixed unduly high, as may be the case considering the greatly extended cost of the canal construction compared with the estimate as presented by the engineers when the great undertaking was first mooted.

## THE ANTI-OPIUM SOCIETY.

The anti-opium societies are making great capital out of articles sent lately from China as to the real meaning of the projected tour of the German Crown Prince in the Far East. There is no doubt that the Kaiser realises the critical time in Far Eastern affairs and is anxious that America should not have it all her own way in posing as China's best friend. But apart from all that it has long been planned to send the Crown Prince on a long tour. The Kaiser is particularly anxious that his son should be thoroughly equipped for his future high station by training in the best of all schools—the school of the world at large.

## INTERPORT SWIMMING CONTEST.

## HONGKONG'S SUCCESSES.

The Interport Swimming contest at Shanghai opened on Thursday. We are indebted to Mr. Frank Lammert, Secretary of the V.R.C., for the results to date. They are follows:

FIRST DAY.	
100 YARDS.	
T. Logan (Hongkong)	1
C. J. Cooke (Hongkong)	2
R. W. McCabe (Shanghai)	3
E. Prince (Shanghai)	4
Time—66 1/5 seconds.	

LONG DIVE.	
A. S. Ellis (Hongkong)	54 feet
P. Fowler (Shanghai)	46 feet 1 inch

SECOND DAY.	
HALF MILE.	
T. Logan (Hongkong)	1
R. W. McCabe (Shanghai)	2
Time—14 min. 53 sec.	

Logan won McCabie by fifty yards, while C. J. Cooke, the other Hongkong representative, gave up. Logan must have swum an excellent race but was a powerful swimmer as McCabie over this distance. It will be remembered that at the interport carnival held in Hongkong last year the Shanghai man defeated all competitors easily, but he has met his match in the latest swimmer Hongkong has produced, and whom the Daily Press recently tipped as the coming champion of the Colony.

## THROWING THE POLO BALL.

R. W. McCabe (Shanghai)	
76 feet	1
R. C. Witchell (Hongkong)	2

100 YARDS.	
T. Logan (Hongkong)	1
C. J. Cooke (Hongkong)	2
R. W. McCabe (Shanghai)	3

The high diving was won by Shanghai, but Hongkong scored an easy win in the team race, and are now leading, the points being as follows:

Hongkong	
18	
Shanghai	

## COMPANY REPORT.

## THE CHINA LIGHT &amp; POWER COMPANY, LIMITED.

The report of this Company is now issued and reads as follows:

Annealed we have the pleasure to lay before shareholders statement of accounts for the year ending 31st July, 1910.

The profit from the working of the factory at Kowloon is only \$2,661.37, so it is not proposed to pay a dividend. The balance at credit of Profit and Loss account, including \$46,483.42 brought forward from last account, is \$50,242.22, and we recommend that this amount be written off as Depreciation.

Cash in hand on 31st July, 1910, was \$165,828.43, which will be absorbed by the cost of new Gas Engines, &c., for Kowloon.

The earnings are small, as we have now only Kowloon to rely on for revenue, but with the long-looked-for development of the Colony over there on completion of the railway to Canton, we have every reason to expect that these figures will show a steady and continued improvement in future.

Consulting Committee.—In accordance with the Articles of Association Sir Paul Chater, C.M.G., Dr. J. W. Noble, and Mr. H. P. White retire, but offer themselves for re-election.

Auditors.—The accounts have been audited by Mr. F. Maitland and Mr. A. O'D. Gourdin, the former acting for Mr. W. Hutton Potts, who is absent from the Colony.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 31st August, 1910.

## STATEMENT OF ACCOUNT.

For the year ending 31st July, 1910.

Dr.	RESERVE FUND ACCOUNT.
To bonus of \$5 per share on 50,000	
special shares	\$250,000.00
To amount transferred to profit and loss account	150,000.00

\$400,000.00	
Cr.	
By balance	\$400,000.00

\$400,000.00
PROFIT AND LOSS ACCOUNT.

Auditor's fees	\$ 200.00
Consulting committee's fees	750.00
Exchange (loss on subsidiary coins)	1,787.79
Charges (legal and otherwise)	8,480.40
Ex reduction of capital, written off as depreciation	137,733.78

Ex reduction of capital, written off as bad debts	12,266.22
Balance	

50,242.22
\$211,460.41

Balance from last account	\$446,483.42
Less amount placed to reserve fund	400,000.00
	\$ 46,483.42
Interest	12,315.62
Amount transferred from reserve fund	150,000.00
Balance from working account	2,661.37

821,460.41	
BALANCE SHEET.	

Capital — 50,000 shares at \$10.00 each fully paid up	\$500,000.00
Less 50,000 per share on 50,000 shares returned as per	

## NOTICE.

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MISS GEORGIE CORLISS,  
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EIGHTEEN WELL-KNOWN ENGLISH ARTISTS.

OPENING NIGHT  
ON WEDNESDAY NEXT, 7TH SEPTEMBER,  
in CHAS. HAWTHREY'S most laughable  
Farce Comedy in Three Acts,  
"JANE".  
PRICES: \$3, \$2, AND \$1.  
Plain at MOURTIERS.  
Hongkong, 3rd September, 1910. [1015]

## APCAE LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship

## "LIGHTNING."

Consignees of Cargo are hereby informed that all Goods will be landed at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th inst. will be subject to rent.

No Fire Insurance has been effected.

Consignees of Calcutta Cargos are requested to sign General Average Bond before taking delivery of their Cargo.

Bills of Lading will be countersigned by

DAVID SASOON & CO., Ltd.

Agents.

Hongkong, 2nd September, 1910. [1016]

## HONGKONG CLUB.

## NOTICE.

A N EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House on the 20th September, 1910, at 5.15 P.M. to confirm the Resolutions passed at the Extraordinary General Meeting held on the 31st August, 1910, as posted in the Hall of the Club.

By Order,  
JAMES CRAIK,  
Secretary.  
Hongkong, 1st September, 1910. [1017]

DOUGLAS STEAMSHIP CO., LTD.

A N ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY, the 24th September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1910. The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 24th Sept., both days inclusive.

DOUGLAS LAPRAIK & Co.,  
General Managers.  
Hongkong, 3rd September, 1910. [1018]

## PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction, to be held on MONDAY, the 5th day of September, 1910, at 3 P.M., at the Office of His PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE OFFICER ADMINISTERING EXCELLENCY THIS OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND at Tung Lo Wan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

HONGKONG, 15th August, 1910. [1019]

No. of Site.	Boundary No.	Locality	Boundary Measurements.				Annual Rent.	Upset Price.
			Length	Width	Length	Width		
1	1	Tung Lo Wan	5	5	10	10	50	1
2	2	Tung Lo Wan	5	5	10	10	50	1
3	3	Tung Lo Wan	5	5	10	10	50	1
4	4	Tung Lo Wan	5	5	10	10	50	1
5	5	Tung Lo Wan	5	5	10	10	50	1
6	6	Tung Lo Wan	5	5	10	10	50	1
7	7	Tung Lo Wan	5	5	10	10	50	1
8	8	Tung Lo Wan	5	5	10	10	50	1
9	9	Tung Lo Wan	5	5	10	10	50	1
10	10	Tung Lo Wan	5	5	10	10	50	1
11	11	Tung Lo Wan	5	5	10	10	50	1
12	12	Tung Lo Wan	5	5	10	10	50	1
13	13	Tung Lo Wan	5	5	10	10	50	1
14	14	Tung Lo Wan	5	5	10	10	50	1
15	15	Tung Lo Wan	5	5	10	10	50	1
16	16	Tung Lo Wan	5	5	10	10	50	1
17	17	Tung Lo Wan	5	5	10	10	50	1
18	18	Tung Lo Wan	5	5	10	10	50	1
19	19	Tung Lo Wan	5	5	10	10	50	1
20	20	Tung Lo Wan	5	5	10	10	50	1
21	21	Tung Lo Wan	5	5	10	10	50	1
22	22	Tung Lo Wan	5	5	10	10	50	1
23	23	Tung Lo Wan	5	5	10	10	50	1
24	24	Tung Lo Wan	5	5	10	10	50	1
25	25	Tung Lo Wan	5	5	10	10	50	1
26	26	Tung Lo Wan	5	5	10	10	50	1
27	27	Tung Lo Wan	5	5	10	10	50	1
28	28	Tung Lo Wan	5	5	10	10	50	1
29	29	Tung Lo Wan	5	5	10	10	50	1
30	30	Tung Lo Wan	5	5	10	10	50	1
31	31	Tung Lo Wan	5	5	10	10	50	1
32	32	Tung Lo Wan	5	5	10	10	50	1
33	33	Tung Lo Wan	5	5	10	10	50	1
34	34	Tung Lo Wan	5	5	10	10	50	1
35	35	Tung Lo Wan	5	5	10	10	50	1
36	36	Tung Lo Wan	5	5	10	10	50	1
37	37	Tung Lo Wan	5	5	10	10	50	1
38	38	Tung Lo Wan	5	5	10	10	50	1
39	39	Tung Lo Wan	5	5	10	10	50	1
40	40	Tung Lo Wan	5	5	10	10	50	1
41	41	Tung Lo Wan	5	5	10	10	50	1
42	42	Tung Lo Wan	5	5	10	10	50	1
43	43	Tung Lo Wan	5	5	10	10	50	1
44	44	Tung Lo Wan	5	5	10	10	50	1
45	45	Tung Lo Wan	5	5	10	10	50	1
46	46	Tung Lo Wan	5	5	10	10	50	1
47	47	Tung Lo Wan	5	5	10	10	50	1
48	48	Tung Lo Wan	5	5	10	10	50	1
49	49	Tung Lo Wan	5	5	10	10	50	1
50	50	Tung Lo Wan	5	5	10	10	50	1
51	51	Tung Lo Wan	5	5	10	10	50	1
52	52	Tung Lo Wan	5	5	10	10	50	1
53	53	Tung Lo Wan	5	5	10	10	50	1
54	54	Tung Lo Wan	5	5	10	10	50	1
55	55	Tung Lo Wan	5	5	10	10	50	1
56	56	Tung Lo Wan	5	5	10	10	50	1
57	57	Tung Lo Wan	5	5	10	10	50	1
58	58	Tung Lo Wan	5	5	10	10	50	1
59	59	Tung Lo Wan	5	5	10	10	50	1
60	60	Tung Lo Wan	5	5	10	10	50	1
61	61	Tung Lo Wan	5	5	10	10	50	1
62	62	Tung Lo Wan	5	5	10	10	50	1
63	63	Tung Lo Wan	5	5	10	10	50	1
64	64	Tung Lo Wan	5	5	10	10	50	1
65	65	Tung Lo Wan	5	5	10	10	50	1
66	66	Tung Lo Wan	5	5	10	10	50	1
67	67	Tung Lo Wan	5	5	10	10	50	1
68	68	Tung Lo Wan	5	5	10	10	50	1
69	69	Tung Lo Wan	5	5	10	10	50	1
70	70	Tung Lo Wan	5	5	10	10	50	1
71	71	Tung Lo Wan	5	5	10	10	50	1
72	72	Tung Lo Wan	5	5	10	10	50	1
73	73	Tung Lo Wan	5	5	10	10	50	1
74	74	Tung Lo Wan	5	5	10	10	50	1
75	75	Tung Lo Wan	5	5	10	10	50	1
76	76	Tung Lo Wan	5	5	10	10	50	1
77	77	Tung Lo Wan	5	5	10	10	50	1
78	78	Tung Lo Wan	5	5	10	10	50	1
79	79	Tung Lo Wan	5	5	10	10	50	1
80	80	Tung Lo Wan	5	5	10	10	50	1
81	81	Tung Lo Wan	5	5	10	10		

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Very palatable.

Known throughout the world, and prescribed in all cases of Anæmia, Debility and Convalescence, to young women children and the aged. Invaluable in hot climates.

Dose: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

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**CLETEAS** is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

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gives a delightfully appetizing flavour to all Meat Dishes, Fish, Soup, Game, Cheese, and Salad.



By Royal Warrant  
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and  
Genuine  
WORCESTERSHIRE

### REVIEWS.

*History of Indian and Eastern Architecture.* By the late JAMES FERGUSON, revised and added to by JAMES BURGESS and R. PHENE Spiers. London: John Murray.

These two volumes complete Mr. Ferguson's history of architecture of all countries and is in every way a most satisfactory conclusion to a great and learned work. The revisions and additions by Mr. R. Phene Spiers and Mr. Burgess bring the whole up to date, except perhaps the Eastern Section dealing with Chinese and Japanese architecture, but it appears probable that the work in this particular will be added to at some future date.

The work is divided into nine books with a concise introduction and classification and a thorough explanation of the various technical terms used throughout, which will be greatly appreciated by those whom the book interests, and it is important that the early chapters should be clearly understood or the reasoning of the authors in defining the dates of the various buildings reviewed will not be fully understood.

In the middle ages the aim of the architects of the West was to design buildings which should be vast, but stable, and suited for the accommodation of vast multitudes to witness lofty ritual. In their struggle to accomplish this they developed intellectual powers which impress us still through their works. No lofty aims exercised the intellectual faculties of the Hindu. His altar and the statue of his god were placed in a dark cubical cell wholly without ornament, and the porch that preceded it was not necessarily either lofty or spacious. What the Hindu architect craved was a place to display his powers of ornamentation, and he thought he had accomplished all his art demanded when he covered every part of his building with the most elaborate and difficult designs he could invent. Much of this ornamentation, it is true, is very elegant, and evidences of power and labour do impress the human imagination; often in defiance of our better judgment, and nowhere is this more noticeable than in Indian temples. It is in vain, however, that we look among them for any manifestation of those lofty aims and noble results which constitutes the merit and greatness of true architectural art, and which generally characterize the best works of the true styles of the Western world.

Yet, indeed, the men of the East proved themselves to be great builders, and their work now standing establishes them as workmen to whom time and labour were of no account. The Chaiya, halls, caves, and monasteries were massive structures built solidly of stone of such sizes as would to-day be deemed immense; their domes to the tombs of their princes and khans show a constructive skill and execution which to-day is unknown in the West. The two volumes are full of good illustrations and some excellent photographic reproductions, the whole comprising over one thousand pages. The complete index adds greatly to the utility of the publication.

*Peace or War East of Baikal!* By E. J. HARRISON. Hongkong: Messrs. Kelly & Walsh.

It must be eminently satisfactory to the author who, having carefully collated evidence obtainable from Russian and Japanese sources, and leaving the inference to be drawn that there was no immediate prospect of war between the late belligerents, finds his conclusions so quickly confirmed as they have been by the Russo-Japanese agreement. Mr. Harrison, a well-known Far Eastern journalist, has in this book presented the conditions as they actually exist in Eastern Asia, and writing as he does without any apparent partiality, his work can be honestly recommended to all who wish to make themselves au fait with Far Eastern politics. He quotes from Russian newspaper articles, written before and since the war, with a view to indicating the nature of Russia's tenure in Siberia. One writer describes it as a series of ventures. No settled policy was developed till later years, and then it met with disaster. This led to a realization of the insecurity of her present position on the Pacific Ocean, with a consequent feeling of "funk" and distrust, but the understanding which has been arrived at between Russia and Japan will probably restore in some degree the confidence which the Russians formerly had in themselves. Mr. Harrison deals out praise and blame with an even hand, and while he is conscious of Russia's mistakes and faults, he gives her credit where it is due. So with Japan. He is not blind to her faults, but at the same time he pleads that she be fairly judged. As he says in his preface: "I trust that the context will make it abundantly clear that I by no means share the belief of many publicists in the sinister and warlike preparations of Japan for an epic effort to win the hegemony of East Asia. The fact that the schemers in Russia are convinced that Russia is Japan's prospective foe, and that the same gentry in America are equally certain that for Russia we must read the United States, should be sufficient to demonstrate the unstable foundation upon which all such sweeping conclusions must necessarily rest. In any event, it seems unfair to censure Japan for faithfully following the example of every other first-class Power in the world to day. If in this respect her *post bellum* actions may impress political priests as incompatible with the higher ethics and the beliefs of the categorical imperative, she is at any rate sinning in good company. For the rest her statesmen have left no stone unturned to prove that their aims are essentially defensive, not offensive; nor will any unprejudiced onlooker blame Japan for declining to commit her destinies on the mainland to the efficacy of sweet reasonableness, in preference to more lethal arguments. So far, so it is noted, no single Power has had the temerity to accuse Japan of failure to live up to the principle of the open-door and equal opportunity in Man-

churia, and, this being the case, it is unreasonable to expect the Government of the country to be for ever contorting what from its point of view can only be characterized as the conscious or unconscious misrepresentations of private individuals."

The work is also topical on the subject of the annexation of Korea, which, he says, is the only logical exit from the impasse in which Japan now finds herself. "Would it not," he asks, "be better for all concerned that Japan should accept full responsibility for the situation she has herself created, and put an end to a discreditable farce? The Koreans could not be any worse off, and might conceivably be better off, as the result of the concentration of both civilian and real authority in the hands of those whom public opinion could hold accountable for everything that went wrong, whereas, nowadays, there is always the polite fiction of Korean officialdom to complicate matters and serve the Japanese as a convenient stalking horse."

Illustrations add to the interest of the work and the appendices (list of treaties, conventions, etc.) and maps enhance its value as a book of reference.

*Shoes of Gold.* By HAMILTON DRUMMOND. London: Stanley Paul & Co.

An interesting romance of court life in the days of Louis XV. of France and the great Empress Catherine of Russia. It is a well-written and well-worked-out story in which the subtle art of diplomacy flashes brilliantly; in which the profligate and spendthrift life of the old tsar is skilfully depicted; and finally—the old story—in which the course of true love, after many stormy passages, runs smoothly to the end.

*The Lonely Church.* By FERDINAND HUME. London: John Long.

Ferdinand Hume's stories are always sensational, consequently readers would not expect anything but deeds that thrill from this well-known writer. And in the present book they will not be disappointed, for although they must not expect it to eclipse "The Mystery of a Hansom Cab," they will find in the story sufficient deep-laid schemes, moving incidents and hairbreadth escapes to satisfy the most voracious appetite for this kind of fare.

*The Romance of Mlle. Alist.* By MRS. CAMPBELL PEARL. London: John Long.

"The Romance of Mlle. Alist," like all stories which have for a setting "the chosen home of chivalry," is an entrancing one. It deals with life and the conditions of society in the French capital in the early part of the

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## THE VANISHING MOUSTACHE.

BY MRS. HUMPHREY ("MADGE").

If opinions were taken, it would be found that most women regret the disappearing moustache. There is a certain charm, an undeniably charm, about a carefully-trained moustache. On some faces it has a very manly air. On others it is simply decorative. On most, its concealment of the upper lip is advantageous to the owner of both. It will be noticed that women novices hardly ever allow their heroes to be clean-shaven. Their features are, of course, always clean-cut, but there is invariably a moustache, and it is usually stiff. This quality is rare in real life. Yes! women like the moustache.

Most people know that while Malaria may take various forms it is due to a special germ or microbe, which destroys the red corpuscles by which the oxygen of the air is carried by the blood to every part of the body to burn up its "impurities." The destruction of these corpuscles produces the marked symptoms so characteristic of the disease—the pale, sallow, earthy complexion, the mortal pale physical lassitude, the depression, the morbid thoughts and feelings, the aching muscles and the tender joints.

Bad as is all this, the result of Anemia, or poverty of the blood, as it is commonly called, which makes life a burden to the sufferer, it may go considerably farther until it produces that wasted and dangerous condition of the system doctors call "Cachexia."

For long Quinine has been the sheet anchor of the physician, and in the acute stages it generally answers admirably, but in the later stages something else must be employed to destroy the effects wrought by the microbes.

The moustache is a most expressive appendage, and surely less indicative is the fashion in which men handle it. The aggressive warrior points his elbow outwards to its furthest capacity to twist it with a ferocity that has its gentle side. A good authority has laid it down that the ends should never be visible to anyone walking behind. But in a way these are a protection. No one is likely to interfere un-  
duly with the proprietor.

Small children do not ask him the time. Seeks after a difficult address abstain from interrogating him. They will rather ask for help from the wearer of the moustache which curves downwards at the corners and does not overlap an imaginary line drawn perpendicular from the outer corners of the eyes. Puzzled pedestrians and children without watches prefer this gentleman, who is probably of an aristocratic temperament, to even the lively and vivacious owner of the moustache that bristles at the ends and turns neither up nor down.

## CHARACTER.

In these ways character is read by the least experienced of wayfarers, whom bushy eyebrows intimidate to an extent that would astonish the owner. When these alarming ornaments are combined with a warlike moustache the aspect becomes so belligerant that the heart of the urban quakes within him, and no spirit for quiesce in left in the timid of either sex.

Permission to wear a moustache was eagerly sought after in the middle of the last century. But now the virile decoration is discarded. Why? In those old days the Bank of England would not allow its employees to wear it, and an order which might have come more appropriately from a Bank of Ireland. It was to the effect that the moustache was not to be worn in business hours! A large drapery firm in London objected not only to the moustache, but to his parted down the middle. There is more tolerance now, and his moustache is often a young shopman's most precious possession.

Men look younger when clean-shaven. They are also more readable without the protection given by the moustache to the upper lip. If hearts can be worn on sleeves, thoughts can be read on upper lips. But is it always wise to leave the legend unchanged? Men seldom like to be divined, as La Rochefoucauld remarked once and for all time.

## THE KAISER'S WAY.

The moustache turned up towards the eyes, as worn by the Kaiser, bespeaks the dandy, according to accepted capillary lore. The dandy of to-day is clean-shaven, in England at least. One cannot quite despise the type, with or without moustache. The Iron Duke said that his dandy officers were his best, and it is certain that many forceful men—including the Kaiser—have a dash of this quality about them. It may be the outcome of a high standard of personal purity and a love of teatly amounting to an exquisite fastidiousness, and, after all, it is the antithesis of slovenliness, an unpardonable social crime. Unshaved hair, unbrushed, untrimmed, is not a letter of recommendation.

It becomes an incivility when the owner takes it to a party. It proves that he has no wish to please, and that is in itself a disrepute conveying his poor opinion of those present. Who would not prefer the dandy?

Nature knew what she was about when she bestowed upon man a growth of hair upon the upper lip. It is a protection against cold, against dust, against sand. Travellers before setting out for Syria or the desert, grow their moustaches sufficiently long, to defend their mouths in some degree against the admission of the burning sand. Workmen employed in grinding steel and iron find it a protection, as well as frequenters of dusty roads. A long moustache acts as a guard between dust and lungs. Clergymen and singers find it useful as a protection to the bronchial organs.

If further argument were needed in building up a case for the moustache, let it be found in the valuable aid it lends to conversation. A more or less inane remark acquires meaning when accompanied by a slight but dexterous twist given to the points, and though so careless a gesture has never been compensated by the question of questions, it is capable of much effect as ammunition in a *tete-a-tete* attack. Statistics, if procurable, might show whether the clean-shaven man is in a better position. He has less means for strategy, but his very helplessness may plead for him with his fair antagonist. One never can tell.

## CATS AND PLAGUE.

The current number of the *British Medical Journal* contains an important article by Lieutenant-Colonel Andrew Buchanan, M.D., of the Indian Medical Service, on the importance of cat-keeping, in India and other plague-stricken countries, as a valuable defence against the disease. It is now well established that the cat is the chief or only source of the infective material of plague; and that the communication of this material to man is chiefly effected through the agency of the particular species of flea which lives upon the rat, and which, when driven from its natural host, is apt to transfer its attention to mankind. The cat is as completely the natural enemy of the rat that any great abundance of both is impossible; and hence the encouragement of the former is the most certain method of reducing the numbers of the latter.

The case is not as in England, where the prevailing form of rat, *Mus decumanus*, is a fierce and formidable animal, and where the great majority of cats, especially of such as discreetly cultivate friendship with the cook of the house to which they belong, would be likely to adopt the principles laid down by Dogberry in dealing with such an adversary. The Indian black rat, *Mus rattus*, is a much more easy prey, and the Indian cat, even when so far domesticated as to be attached to a dwelling, is accustomed to forage for itself. Colonel Buchanan describes an experiment in which he turned eight Indian cats and 17 Indian rats into a small room, and in which all the rats were killed in a few minutes, one contending up with four dead rats in its mouth, while another had three and another two. He lays stress upon the importance of requiring cats to be kept in the servants' quarters of an Indian house, and upon the importance also of preventing the accumulation of rubbish, empty boxes, or other materials behind which the rats would easily find shelter. In former publications on the subject he has given some striking examples of success in dealing with plague, or in keeping it away from places in the middle of infected districts, by systematic cat-keeping, and he quotes the late Professor Mikatos as being in decided agreement with his views. He also attaches importance to the fact that the members of religions which object to the destruction of life will therefore will not kill rats themselves, have no objection to keeping cats for this purpose. On all these grounds he considers that cat-keeping in India should be systematically encouraged by the Government as a protection against plague, and he expresses an opinion that the worship of cats among the ancient Egyptians was probably a recognition of their utility for sanitary purposes. The suggestions made by Colonel Buchanan are simple and practical, and manifestly deserve the attention of the authorities.

## THE SPECULATOR'S SOLOQUY.

The Glasgow Evening News had the following clever paroisse some time ago:—

To buy or not to buy—that is the question; Whether 'tis nobler, poverty to suffer,  
While others plough, and make outrageous fortunes.

Or to take shares in hopeful rising rubbers,  
And watch their price ascending. To buy—  
To sell—To buy—To sell—To buy—  
No more; and having sold, to go and spend.

The proceeds; then a thousand things that block  
My path would vanish—it's a speculation  
I'm tempted much to risk. To buy—to sell—  
To sell—perchance to lose:—Ay, there's the rub.

For, on the Stock Exchange, what shares may boom  
In mining, or in rubber, or in oil.

There's no one knows. What if the specie  
Went wrong and someone told my wife? How could I bear to shirk, time after time,  
Her draper's bill, put off costumiers,  
Refuse to buy her gloves, and long delay  
Her spring hat's purchase, and the dozens  
Of patent trifles that a woman takes.

To dress herself and her appearance take  
When she goes out? Who would charges bear?

(As well as face up to an angry wife?)

But that the hope of making easy wealth—  
For which one longs, when he from others learns

Of marvellous returns—makes him a fool?

I think I'd rather keep what cash I have  
Than buy the shares that I know nothing of.

Thus married life makes cowards of us all;  
And thus the pleasant thrill of speculation is sickened o'er with the grim dread of what

Would happen if the flutter went away.

Yes, I will keep my money!

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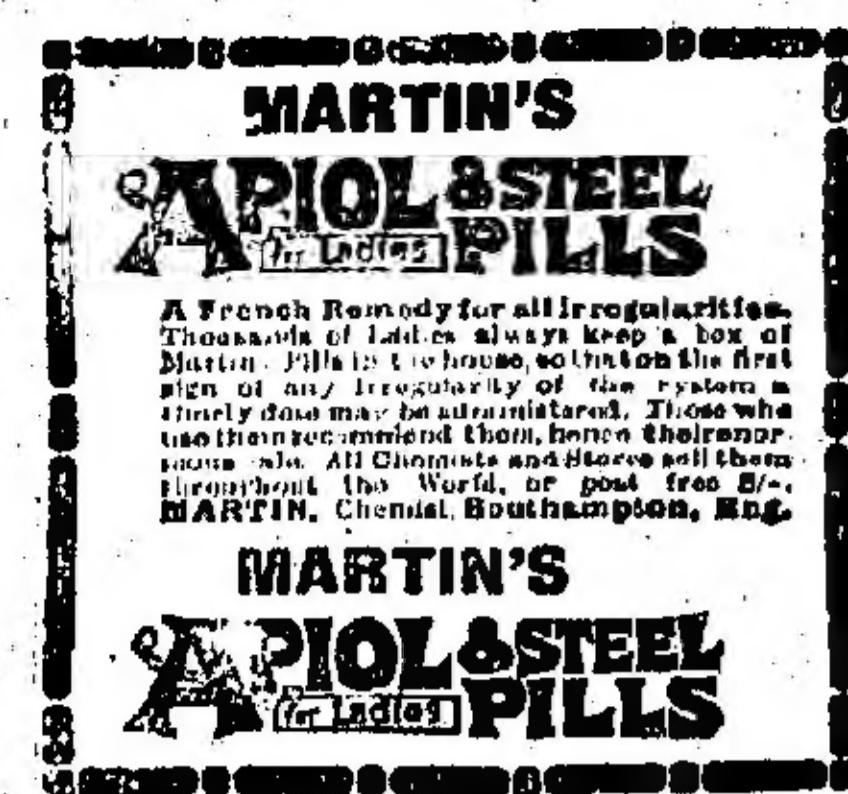
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LADY ETHEL'S EXPERIMENT.  
BY  
ARTHUR H. HENDERSON.

That is the most remarkable way to apologize which I have ever heard," said Lady Ethel Burward with a judicial tilt of her small head to one side. It was an undeniably pretty head crowned by a mass of soft fair hair escaping from a very becoming little hat.

The disengaged apologist grunted, and the girl watched him from beneath her down-dropped lashes. An absurd craving stormed at her heart that her companion would move aside the tiresome table with the tea things, and come to sit close—quite close—to her instead. Such a desire was abnormal.

"You are my guardian, and you are just—horrid! Then you propose to nose by going right away!"

Dick Eversley groaned doggedly out of the window. His eyes were very tired; there was despair in them. He felt that if he allowed himself to look at the small slender figure with her bewitching fun and feminine beauty he should lose control of his ideas. They were probably inadequate to the situation now.

"Surely I am rich enough to marry whom I please!" declared the lady with a breathless jerk. Her nearer seat up suddenly as if someone had struck him.

"I cannot imagine why you do not do it," he said coldly.

"I can," she murmured. She shot a swift glance at this sturdy form and tanned face. There were lines about the resolute mouth and the brown hair above the temples was tinged with grey. He had the air of a man who knew well this world and its ways, alike in pleasure and in toil. Someone had once described Eversley as a well-built man who always smelt of the right kind of tobacco. But he was thirty-eight; and he felt it all when he realized what a chaos the future held for him with Ethel's comrade-ship withdrawn.

"There is Lord Tremoil," he suggested to her presently. "Or Jack Noris, or—"

"Oh, do stop!" she sighed helplessly. Both relaxed into meditation.

They two were sitting in a comfortable corner of the lounge of the Lord Warden Hotel at Dover. In the harbour among the craft of anchor lay the "Irene," Lady Ethel's smart little steam yacht. Her cruise had just ended for the season, the yachting party had separated, and the last two members of it were having a final tea ashore. An autumn fog was steaming up the Channel, and the dull waves splashed salubrily on the pebbles of the beach.

"It is so hard to be unattractive," Ethel began again sadly, stretching her glove across her knee and matching its surface against the white serge yachting frock she wore.

"Well, that can never be said of you," Eversley assured her.

"It seems I am to—just one man," she whispered very low.

"Who is he?" demanded her guardian fiercely.

"As if I should tell you!" the girl cried in scorn at his masculine dunceness. "I believe if I did, you would go and bully him into marrying me whether he liked it or no."

"So I would," said Eversley with savage emphasis. He looked completely as if he meant it, and the girl gave a distressed little smile.

"And how am I to be sure whether I do want to marry a man till I have been engaged to him first?" she fended with forlorn ineffectiveness.

This was baffling to the adviser.

"Listen!" Ethel checked the tale off on her fingers. "Number One has fits of awful illness and makes me laugh. Number Two is bald and his clothes don't fit him. Number Three can't ride, hates yachting, and has to sit at a dance because he is so fat and perspires dreadfully."

"A perfect description—to the feminine mind," said Dick soberly. "And Lord Tremoil?"

"These are his flowers"—she nodded towards the table. "Shall I wear them?"

"It depends whether they suit the dress," Eversley told her.

"Lord Tremoil," she resumed after a minute's consideration, during which she showed no inclination for immediate floral adornment, "would not be so bad if it were not for his family. I think he likes me, though he has never told me—exactly. But the Dowager is a vision of sin in silks and makes me shudder. Fancy her as a mother-in-law! And his sister—"

"Well?"

"Her style is flop," declared the critic impressively.

"You don't marry a fellow's relations," he opined on reflection.

"Oh, yes, you do," plaintive disapproval contorted her dainty features. There was another pause.

"Haven't we always been good pals since we were small?"

"Rather!" His eyes lit with reminiscence. "What a queer little mite you were, dear, I wish we were children again."

"And—and when father died, and left me all the money, and made you my guardian, why—why did you change so?" You have never been the same since!" she cried.

"Never mind me," said Eversley grimly. "I'm poor, and I'm getting old. I have had my illusions, but they are better destroyed."

"Not if they can be as well kept."

Something in his last words caused the girl to shake herself with a wistful sort of impatience. A look of fixed resolve dawned in her face, a flash of daring amusement swept across it. Her plan was certainly to put it with mildness—an experiment. And experiments are dangerous things!

She began to pull on her gloves abruptly. Her voice had an odd ring in it.

"Now Dick is good—for once! There is the skipper coming across the road. I want to give him instructions about housing the yacht at Southampton for the winter. She is leaving here to-night. Goodbye—for a while."

"And when shall I see you again?" demanded the individual who had recently announced that he was going away for ever.

"Oh, in London, sometimes," she explained charmingly. "You can't call you know. But I shall be brightly busy with the shops and dressmakers. I must have a new frock. Going home after the summer is always an excuse for a new frock; that is what makes it so delightful. I love new frocks!"

At this juncture the master mariner of the "Irene" appeared upon the scene. He was bluff and burly but otherwise neglected by nature. He also worshipped from afar.

Eversley departed, despondent. Once more the corner of the hotel lounge witnessed another argument persuasive and prolonged. After the first fascinated amazement had been dispelled from the skipper's bewildered brain, he edged his thumbs into the armholes of his waistcoat, and decided that he had nothing in his vocabulary adequate to the case. His eyes waxed large and bulging: he took a long time to stot. Finally he jammed his hat on his head as if to make sure that it was still there, and accepted his orders with the appearance of mystified martyrdom which every plain seaman must wear when manhood proposes and impetuous maid-

hood disposes. His parting words were enigmatical:

"An' if he's violent?"  
"I'll blow the whistle hard!" She pursed up her lips in anticipation of her effort.

"You think there is no other way, my Lady?"  
"I can't wait any longer. It is so bad—for

"And you are certain as he will take care of you?" contested the captain hotly.

"I know he—loves me," Ethel said softly to the empty unheeding room. "But he is too poor and proud to ask."

The captain accompanied his mistress back to the yacht. On his return he remarked to the mate first that "there was a smother's trouble in the wind," and secondly that despite his very considerable tonnage displacement "you could a' knocked me flat with anythin' smoke-like." But the energy of his preparations boded kingly stability still.

Before leaving the lady Ethel Burward summoned a messenger boy. She gave him a note—written curiously enough in the morning—and imparted unnecessarily oft-repeated injunctions as to its delivery. Then she gave a little laugh of rapturous relief, and the dusk of September twilight closed thickly over Dover Bay. It was dark by the time Eversley came to puzzle over his letter.

It was dated from the Lord Warden; it was short. It explained that the writer had left a priceless parcel behind her on the yacht's saloon table; that she—on shore—was dying with concern for its safety. That the "Irene" was sailing immediately to pay off, and would Dick be so very kind as to go on board and fetch it for her at once. The note was signed "Yours—Ethel."

Dick would—forthwith. The ancient boatman, however, was difficult to hurry and the yacht was some way off shore. She was apparently about to get under weigh, as the smoke was rising from her funnel and the distant rattle of the captain's leavening on the mooring chain was being across the water.

"It's a wonder she'll be puttin' to sea to-night," opined the boatman rowing with maddening leisureliness. "Twill be rare an' thick by m-by."

He pointed to a blanket of white clammy fog drawing surely nearer. His conclusion was obvious.

A prolonged hail, however, failed to produce response. The boat lumbered alongside and Eversley sped quickly up the accommodation ladder and down the after companionway without meeting a soul. But directly his back was turned a muffled—it was emerged stoutly from the char room, paid off the shore boatman with astounding liberality and then shoved his craft violently away from the yacht into the darkness.

Eversley switched on the cabin electric and shouted for the steward. No one came. No parrot was visible anywhere in the saloon. He tried the door of Lady Ethel's little stateroom; it was locked.

In his search he turned into another side cabin.

At that precise moment someone extinguished the light, and a man's voice spoke loudly:

"Well, there isn't no call for to come in ere again. I'll fix up for the night."

The door leading deckwards slammed precipitately, and the key turned. Eversley rushed out frantically, and barked his shin against a chair. He said something from which a cooler moment he would have refrained.

He tore at the door handle; it was fast. He banged on the panels; they were extremely hard and substantial. He kicked and he shoved; but, except for inflicting bruises on himself, he accomplished nothing.

The crew of course berthed forward, and, in the absence of passengers the after part of the vessel would be unused. It was a funny enough predicament, but it was also exceedingly annoying. He swore and shouted alternately; he raged and laughed by turns.

From the companion he made any listening within a considerable radius would have readily concluded that a very active prisone was trying to get out. There must be somebody on deck. What deaf fools these fellows were!

Had he been able to be possessed of exact knowledge, and been able to see through the planking, he would have discovered that an awed form was crouching near hand.

"It's 'im!" said the skipper briefly in his huskiest voice. "Mister Eversley right enough. Lord, what a noise he's makin'!"

The following performance from within lent undoubted truth to the comment. Then quietude—and quiet—supervised.

"What's he after now?" queried the outsider in low curiosity. "An' why don't she come out?" The soliloquizer's face worked into an anxious grimace and he scratched his head.

As a matter of fact Eversley had climbed up to the saloon table and was wrestling angrily with the skylight fastenings. Suddenly he was conscious of vibration; the pulse of the propeller thrrobbed into energy. The "Irene" was steaming seaward and the light on the Admiralty Pier blinked bi-laterally.

The yacht's foghorn blared out into the gloom. Eversley wrenched open the small glass panel and roared. He was red in the face with his exertions. It is not a dignified position standing on a saloon table and craning your neck through a skylight combing.

He had turned the electric on again. A slight noise caused him to look down sharply. The door of Lady Ethel's sleeping cabin opened. Paused on the threshold was herself. One hand held something tightly.

Eversley gazed at her paralysed. The dimple in her oval cheek was flushed alluringly. She presented the most attractive of pictures. Her outward calm was superb.

"You—Lero!" he gasped in a strangulated voice.

"I have been listening to every word you've said. I couldn't help it. It was shocking."

A man who encounters an unfamiliar object of alarming design, Dick stared dazedly at his ward. At the same time she inspected the table cloth with critical eyes.

"Your muddy boots are making a dreadful mess there. Hadn't you better come down?"

"But we're locked in," cried the astounded victim from on high.

"Are we? Oh, Dick!" A stranger would have believed her genuinely surprised.

"But what are you doing here at all?" demanded the yacht's owner with childish innocence.

"I've come to fetch your parcel."

"What parcel?"

At this Eversley descended slowly from his perch. Again the fog sirc interferred, hooting nondescriptly.

"Don't you think me at all pretty?" she inquired plaintively.

"There was something almost rough in his downright answer. She did not seem to mind.

"And I am hopelessly compromised!" She reverted to her former complaint with a wail.

"Not if—" began Dick Eversley, and paused.

"Lord Tremoil—" Ethel read her companion's thoughts naively—"will have to marry that awful girl with the red hair now. He will be mine forever after being repulsed a sufficient number of times. Dick—"

"Yes?"

"What are we to do?" she insisted.

"Could you ever come to care for me, little girl?" he pleaded with a sudden hope.

Her heart gave a great jump; the experiment was ended. All at once he understood.

"Do you really want to marry me?" she asked with a tremor in her voice which was very sweet to him.

"Will you take the risk—some day?"

Then she added as she saw his face:

"King me—stupid—quick! How unapreciative men are!" she said sedately.

One of Eversley's first gifts to his fiancee was a tiny golden whistle. She wears it on his bracelet round her wrist. She tells you that she won it by experiment."

Now what exactly would have happened in sequence to this navel will never be known. It was here that the unexpected occurred in the experiment. The wildest plans of maiden scheming may be scattered—by the sea. A startled shout of alarm rang out hoarsely on deck. The sharp ring of the engine-room telegraph reverberated from the bridge. The yacht struck some object gratingly, and quivered from stem to stern with the blow.

There was one second of ominous silence. Then the crookery in the adjacent pantry carried away with an appalling snarl. Ethel gave a little frightened squeak and clutched desperately at Dick's arm.

His steady eyes glazed into fierce excitement. Very gaudily he loosened her small fingers and put her from him. Then he flung all his weight in one mighty heave against the door. Still it held.

The girl recovered herself directly. With a strong self-reliant jump she scrambled on to the lurching table. Unhinged the scow of feet coming aft to the rescue she raised the whistle in her clenched hand and blew it shrilly.

Next moment the door was flung wide by a scared steward, and Dick Eversley simply lifted the girl as she stood, and carried her on deck with a rush.

Here everyone seemed to be engrossed in shouting on his own account.

The darkness was profound. In the fog the "Irene" had crashed into a large smack which was drifting helplessly on the windless tide. It was just possible to distinguish her shadowy hull through the gloom.

A succession of crisp instructions from the yacht's captain stilled the hubbub. A bare burst into brightness and illuminated the black water around.

The other craft was sinking, her quarter stove in by the yacht's steel prow. She rolled inert and lifeless, her slippery deck canting over slowly to starboard. Then her bow reared stiffly upwards until it was almost clear of the water, with a weird choking gurgle she went down. The waves swirled steadily over her; a few bubbles floated the foam; some old wreckage floated away in the wash of the sea.

One of the smack's crew had sprung on the yacht at the moment of impact. Another had grabbed at a deftly flung rope and was hauled up the side as if there was nothing in gravitation. But a third despairing face bobbed white and drowning into the black of the night.

"I can't swim neither!" said the hopeless voice of one of his mates.

Eversley cast loose a lifebelt with cool promptness. He put his arm very firmly round Ethel, and then he kissed her solemnly full on her trembling mouth.

"Have courage, dear," he comforted; and next moment he had plunged overboard to the rescue. Both were lost to sight in the smother of the vaporous fog.

Would the eager yachtsmen never get their boat lifted from the chocks, and swing between the davits? The girl clung to the side rail with numb hands and heaving breast. She had brought her lover to this to lose him. The splash of the lifeboat into the water, the shouts of encouragement from the men pulling away, reached her ears indeed; but hideous terror of loneliness and fear deadened her brain. The yacht might sink as well for ought she cared. So long as Dick and she were not divided what did it matter what else befell?

The yacht, however, did not sink, though her overhanging stem was damaged above the waterline. Mercifully the sea was very smooth. Another flare was burnt, and keen eyes strove uneasily to pierce the blinding mist.

Few people realize how difficult it is to keep an eye on a man overboard even in daylight. In the darkness nothing was to be seen; but faint yell carried distantly through the pall. Eversley was a brilliant swimmer; he had a lifebelt. Would that boat never return?

The lines of lighted portholes, and the flicker of the smoking flares threw long shadows of spectral radiance across the water. The yacht was whistling incessantly to indicate her position.

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15/- paid fy.	Alor-Pongsu ...	..	..	..	2/- fy.	Malacca Ordinary ...	10.5.0	....
2/- fy.	Anglo-Johore ...	..	..	25%	fy.	Merlimau ...	7/6	....
17/6	Anglo-Malay ...	..	..	10/-	fy.	Merton Syndicate ...	....	....
fy.	Bakap ...	..	..	..	fy.	Mount Austin ...	....	....
fy.	Banteng ...	..	..	..	2/- fy.	Narborough Est. ...	....	....
fy.	Batu Caves ...	..	..	17.10.0	14/-	North Hummock ...	....	10% int. '09
15/- fy.	Batu Kawan ...	..	..	..	2/- fy.	Padang Jawa ...	....	....
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15/- fy.	Beranang Selangor ...	..	..	..	fy.	Pataling ...	3.10.0	60% '10
2/- fy.	Bernam Perak ...	..	..	..	fy.	Pelepah (Johore) ...	....	....
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2/- fy.	Blands Selangor ...	..	..	..	17/6	Prye ...	....	10% '09
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2/- fy.	Bukit Mertajam ...	..	..	2.10.0pm	fy.	Rim ...	....	....
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2/- 9/-	Bukit Selangors ...	..	..	..	2/- fy.	R. of Johore ...	....	....
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8/- fy.	Chankat Salak R. and Tip. ...	..	..	..	15/-	Seafield ...	7.15.0	15% '09
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	Paid-up Capital	1,212,500 0 0
II.	Fire Funds	3,488,136 6 7

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**September 1st, 1910.**

**The Prices are given in Dollar Cents.**  
**BUTCHER MEAT.**

AVERAGE MARKET PRICES.	
September 1st, 1910.	
The Prices are given in Dollar Cents.	
BUTCHER MEAT.	
Beef Mei Lung Pa Yuk—Beef, sirloin and prime cut... lb. 20	
Ham Ngau Yuk—Corned Beef... 22	
Shin Ngau Yuk—Roast Beef... 22	
Ngan Nam—Breast of Beef... 15	
Tong Yuk—Beef for soup... 20	
Ngau Yuk Pa—Beef Steak... 22	
Ngau Yuk Ch'ong—Sausages... 26	
Ngau Né—Bullock's Brains set... 0	
Ngau Lao—Beef Steak, Sirloin lb. 30	
Ngau Le—Bullock's Tongue, fresh, each 50	
Ham Ngau Le—corned... 60	
Ngau Tau—Bullock's Head... 85	
Ngau Sam—Heart... lb. 12	
Ham Ngau Kim—Beef Hump, salt... 18	
Ngau Kok—Bullock's Feet... each 8	
Ngau Lu—Bullock's Kidney... 9	
Ngau Mei—Bullock's Tail... 18	
Ngau Kon—Bullock's Liver... lb. 12	
Ngau T'ó—Bullock's Tripe, undressed... 6	
Ngau Tsai Tau Kok—Calves' head and Feet... set \$1.00	
Yong Pai Kwat—Mutton Chop lb. 22	
Yong Pe—Leg of Mutton... 22	
Yong Shan—Mutton Shoulder... 20	
Yong T'au—Sheep's Head & feet each 50	
Yong Sam—Sheep's Heart... each 6	
Yong Lu—Sheep's Kidneys... each 9	
Yong Kok—Sheep's Liver... lb. 24	
Ch' Kok—Pig's Foot... each 12	
Ch' Né—Pig's Brain... per set 24	
Ch' T'ap—Pig's Fry... lb. 25	
Ch' T'au—Pig's Heads... 15	
Ch' Lu—Pig's Kidney... pair 8	
Ch' Pak Kwat—Pork Chop... lb. 18	
Ch' Sam—Pig's Heart... 11	
Ch' Kon—Pig's Liver... 20	
Cha Tsai—Sucking Pigs (to order)... 22	
Shang Ngau Yau—Beef Suet... 20	
Shang Ying Yau—Mutton Suet... 22	
Ngau Tsai—Veal... 20	
Ngau Lép Ch'óng—Beef Sausage... 26	
Ngau Lép Ch'óng—Veal... 20	
POULTRY.	
Kai Tsai—Chicken... 30	
Sin Kai—Capon... 32	
Pen Kai—Doves... each	
Sang Sheng Shòu Ap—Wild Duck pair... —	
Ap—Ducks... lb. 22	
Kai Tan—Hen's Eggs... doz. 24	
Toi—Fowl, Canton... lb. 36	
Ho Nam Kai—Fowl, Hainan... 30	
Ngé—Geese... 23	
Shéng Hoi Yé Ngé—Geese, Shanghai... pair	
Pak Kop—Pigeons, Canton each	
Hollow... 23	
Om Ch'un—Quail... 25	
Toi Tsai—Hare... —	
Shan Kai—Pheasant... —	
Chi Ku—Partridge... each	
Wo Fá Tsék—Rice Birds... doz. —	
Sa Ts'oi—Snipe... each 25	
Shou Ap—Ideal... —	
Po Kai Kung—Turkeys, Cock lb. 60	
Po Kai Mo—Turkeys, Hen... 50	
FISH.	
Kai Yu—Barbel... 11	
Pin Yu—Bream... 16	
Tam Shou Yu—Canton Fresh water Fish... —	
Le Yu—Carp... 16	
Man Yu—Cat Fish... 16	
Min Yu—Codfish... 17	
Hal—Crabs... 18	
Mak Yu—Cuttle Fish... 15	
Shé Máng Yu—Dab... 16	
Wong Mei Lun—Dace... 12	
Tib Tó Shá—Dog Fish... 9	
Hoi Sin—Eels, Conger... 17	
Tam Shui Sin—Eels, Fresh water... 16	
Wong Sin—Eels, Yellow... 29	
Tin Kai—Frogs... 32	
Shak Pan—Garoupa... 56	
Pak Kap Yu—Gudgeon... 12	
Teo Pak Yu—Herrings... 18	
Halibut... 28	
Wong Yé Yu—Labrus... 16	
Lug Ha—Lobsters... 40	
Shi Yu—Mackerel... 16	
Loach... 28	
Chai Yu—Mullet... 24	
Mong Yu—Mong Fish... 28	
Shang Hó—Oysters... —	
Kai Kung Yu—Parrot Fish... 18	
Tau Lö—Perch... 15	
Hau Tan Yu—Pike... 9	
Fa Po Tun—Plaice... 19	
Pak Ch'ong—Pomfret, White... 23	
Hak Ch'ong—Black... 18	
Ming Ha—Prawns... 32	
Pi Pa Sa—Ray... 9	
Sik Kau Kung—Rock Fish... 16	
Chun Yu—Seach... 0	
Se Yu—Shark... 9	
Ma Yau Yu—Salmon, Canton... 32	
Shang Yu—Salmon, Fresh Water... 28	
Ha—Shrimps... 11	
Pé Yu—Skate... 24	
Lap Yu—Snapper... 24	
Tat Sa Yu—Soles... 28	
Wan Yu—Tench... 18	
Tao Hau Yu—Turbot... 24	
Kuk Yu—Turtles, small, fresh water... 66	
Pak Kit Yu—White Bait... —	
FRUITS.	
Hang Yan—Almonds... 25	
Kam Shan Ping Ko—Apples, California... 20	
Tin T'sun Pin Ko—Apples, C'foo... 10	
Hoi Tong—Apples, small, C'foo... 7	
Fan Chi—Apples, Custard, Macao... 6	
Yat Pun Ping Ko—Apples, Japanese... —	
Shang Sheng Heung Tsui—Bananas, fragrant, Canton... —	
Shang Heung Tsui—Bananas, Macao... 6	
Young T'ó—Carambola... 10	
Fung Luk—Chestnuts, Chinese... 18	
Ye Tsé—Coconuts... each 8	
Pé Tsé Tsé—Grapes... 1st ql. lb. 20	
Ning Mong—Lemons, Chinese... 7	
Kam Shang Lingmon—Lemon, American... 6	
Lei Chi—Lichees, Fresh... 1st ql. —	
" " 2nd... —	
" " 3rd... —	
Lai Chi Kou—Lichees, Small... 25	
Ning Mong—Lemons, Saigon... 6	
Lui Sung Mong—Mango, Manila... 18	
On Nam Mong—Mango, Saigon... —	
Shan Chuk Tzu—Mangosteens, doz. per 100... 1st lb. —	
Yong Sai Kwi—Water Melon, American... par lb. 3	
Sal Kwi—Water Melons China... 3	
Heung Kwi—Musk Melon, American... each 5	
Passion Fruit, American... each —	
Papaw 1st... —	
" 2nd... —	
Pak Lax—Olives... lb. —	
Ch'ing—Oranges, Sweet... 6	
Chiu Chau Ch'ing—Oranges, Swatow... 6	
O Mun Ch'ing—Oranges, Macao... —	
Chi Siu Kat—Small... —	
Tim Kat—Mandarin... —	
Fa Shang—Peanuts... 10	
Shanghai Li—Pears, American... 18	
Sa Li—Pears, Shanghai... —	
Hung Li—Plums, Swatow... lb. —	
Siu Tsai—Pear, Cooking Canton... 7	
Wung Tsé—Peraimonous large... 7	
Pun Ti Po Lo—Pineapple... 10	
Pineapple Cooking only... 2nd 8rd... —	
Tai Tsin—Plantains... 3	
Luk Yao—Pumelo, Amoy... each —	
Chim Lo Luk Yao—Pumplo, Swatow... 11	
San Hop Tsé—Walnuts, Fresh... 18	
Hop To—Walnuts, Green... 7	
Shanghai Lo Kwat... 6	
VEGETABLES, &c.	
Shanghai Ya—Chi Chik—Artichoke, Shanghai... 10	
Loong Soo Ts'oi—Aspara, 1st. doz.—	
Chuk Shun—Bamboo Shoots... lb. —	
Ngé Tedi—Beans, Sprout... 2	
Tau Kok—Long... 8	
Min Tau—Broad... 8	
Pin Tau—French, S'hai... 8	
O Moon Bin Tau—Beans, Mægo (French)... 1	
Hung Tau Ts'oi Shé—Beetroot... 2	
Kao Sun—Cane... lb. 3	
Tring Ke—Brinjals Green... 5	
Xuen Ke—Red... 5	
Pak Ts'oi—Brassica... —	
Kai Ts'oi—Cabbage Chinese... 4	
Shai Kai Ts'oi—Shanghai... 12	
Kam Shun—Carrots... 6	
Ye Ts'oi Fi—Cauliflower... each —	
Tai Ye Ts'oi Fi—Large Size... —	
Chung Ye Ts'oi Fi—Cauliflower, Med. Size... —	
Can Ts'oi—Celeri, China... lb. 5	
Young Can Ts'oi—Celeri, Eng... 10	
Fu Kwa—Bitter, Squash... —	
Kok Lat Chin—Chillies, Dried... 5	
Tsing Lat Ts'oi—Chillies, Green... 5	
Hung Fa Ts'oi—Chillies, Red... 5	
Twing Kwa—Cucumbers... 5	
Ka Li Te ol Lia—Curry Stuff, English... 8	
Shueen Tau—Garlic... 5	
Lo Keung—Ginger, old... 4	
Im Keung—Ginger, young... 5	
Ling Tau—Green Peas... 10	
Lik—Horse Radish, S'hai... 25	
Mai—Sweet Corn... piece 5	

## FASHIONS AND FANCIES.

## THE SEASIDE FROCK.

There are princess gowns, and there are coat-and-skirt suits. There are summer frocks and winter ones at the seaside this August. There are long, warmly lined coats in blanket serge, revers faced with black moire or satin, and there are short, unlined ones in pretty colours, to which the hat is matched. Prudent persons provide themselves with all these in this summer of 1910. Blue serge has never been in more universal request. It is solid. It resists the shower that proves catastrophic to the gown of linen, or of lawn, or even foulard, or of voile. White serge has also these good qualities, but it is easily soiled. Even a playful summer shower lasting only half an hour has been known to "spot" a white serge, and render it unbearable until after a visit to the cleaner or the clever laundry lady. And how smart the blue serge smocked! Rather wider black silk braid is used for trimming it this year, and there are clever ways of applying soutache which impart a very elaborate and costly look to the simple material. A velvet collar embroidered in tones of maize and green has a good effect in brightening the dark serge. White or cream crush with coloured embroidery is also used in the same way.

## THE NEW ALPACAS.

Is there anything more useful in hot weather than a striped alpaca? Some of the new ones are in attractive combinations of colour, such as soft and cream, faint blue and grey, maize and white, and so on. The skirts are simple but well-cut, and the coats are trimmed with braid and buttons, and moulded in good line by the tailor's art, so supreme in our London. The white blouse is worn with these, having returned to fullest favour after a short eclipse. A blue alpaca striped with grey has a finely pleated skirt, the pleats stitched severely down, and a short coat with "frogs" of grey silk cord and a little braiding on the fronts, which do not meet but show the pretty blouse. But there is no floppiness about the coat this year, and this one is no exception to the rule that requires them to be held close and firmly on the chest. It is managed in this instance by tabs and buttons, two of which meet across the chest.

## THE SMART BLouse.

Valenciennes, guipure, embroidered not fleecy striped lawn, and many kinds of fine embroidered guapes are all used for the smart blouse. Stripes are in great favour for this purpose, as they can be so managed as to diminish the apparent width of the figure. The striped shirt is invariably supplemented by a small yoke, even when there is no collar, and the junction is veiled by a band of passementerie or embroidered trimming, or handsome lace insertion. The sleeve, cut in with the yoke, still abides the mode, and sleeves are, if possible, even tighter than ever, outlining the arms with a fidelity that does every justice to pretty ones, but is desperately unkind to pointed elbows and insufficient covering of plump, white flesh.

## AT THE FRENCH PLAZA.

Some fashionables are wearing a picturesque, yet-wholly simple little Roumanian coat, usually in white cloth, always sleeveless and edged with black braid or black and white satin laid on in little bias bands. Another confection little coat is of the almost forgotten zouave type, fitting the figure, but collarless and with full sleeves coming down to the elbow over the blouse sleeves. A small vest of silk, or satin, in the same colour, fastens with hooks and eyes under gilt buttons, and this little vest is finished round the edges with gold braid, quite narrow, but all the more effective for that. Broderie Anglaise is again in great favour. A dress in linen embroidered in this way is made with a deep overskirt, the design appearing round the edge, and also about the hem of the skirt, so that the idea suggested is of two flat bourees, almost entirely without fulness. There is a band of the broderie round either sleeve, and the gathered lawn front is set into another band that crosses the chest. Turning back from this front are rolled ruffles of plain linen, either white or in blue, dark or pale, held by three large buttons, and kept in position by a big bow of black satin ribbon. The waist-belt is also in black ribbon. A striped black and white linen is in prunes shape, the front of the bodice much cut away, being filled in with wide embroidery under a gathered glimpse of finest Brussels net. The decollete is bordered with galon embroidered in white or black. A deep band of white embroidery trims the edge of the skirt.

## SUCH UGLY HATS.

The ugly hats seem to spoil the effect of even the prettiest of costumes. The shape of many is wholly hideous, and it makes them no better to have a kind of nightcap trim sewn inside the brim and flopping round the face. Another ugly hat is provided with a crown very much wider than the wearer's shoulders, and at least eight inches high. When well educated women cease to be occasionally irrational, to say nothing of inarticulate, in the clothes they wear!

## LARGE HATS AT SEA.

The photographs in the papers show the ladies at Cowes unanimously holding their hats, and apparently much encumbered by the tightness of their skirts. Is there anything more uncomfortable than a hat which is tearing at its moorings and anxious to escape from its many pins? Every woman knows the discomfort of this, the pulling at the hair that almost seems to drag it from the roots, and the consciousness that the carefully arranged coiffure is being roughened and spoiled. But why wear these great hats when, reaching?

There is no reason why one should, and there are several why one should not. There are many suitable, neat and becoming small hats. The Minerva, shaped in straw like the helmet of the Goddess of Wisdom, is one of the most commendable. Fitting closely to the head, it has yet a very becoming shape, and being made entirely of straw, it is not spoiled by rain. The turban made of bands of stockinet is another close and comfortable shape, usually worn low on the right side, and high on the left. When well made it needs no pins to fasten it on. Hatpins are anathema on a yacht, if they protrude even the remotest point beyond the hat. The experienced yachtswoman often uses a long, stout knitting needle for fixing her hat with firmness on her head, and she carefully places each point with a head line in cork. The knitting needle has a solid strength, a fixity of purpose, unknown to the slender grace of the hatpin.

WHITE SERGE AT COWES.

White serge must have been made up by the score during the last few weeks by the tailors of London and other large cities. Two-thirds of the costumes at Cowes are made of it, and though the skirts are simple, being untrimmed save for rows of stitching, and sometimes large buttons, the coats are frequently seen with coloured embroidery on the collar and cuffs, making the favourite tint a half-mourning. The Marchioness of Ormonde, and her handsome daughter, Lady Constance Butler, wear suits of white serge. So do Countess Wrangel and her girl. The numerous American ladies, much interested in the success of their compatriot's yacht, the Westward, wear serge, sometimes white, again navy blue, and are seldom seen without blue gauze veils, the only ones that guarantee the complexion against tan or freckles. A very effective white serge worn by a well-known American had the coat faced with striped silk

in two shades of blue. Her sailor hat was blue straw in the deeper tone, trimmed with a very large silk bow in the paler shade. Another American, a very pretty one, wears very tight gowns, sometimes faced with plain satin taffetas, sometimes (in the Squadron garden) striped gauze caught in with bands of satin, and an immense black hat with feathers matching the satin.—X. and Z. in the *Globe*.

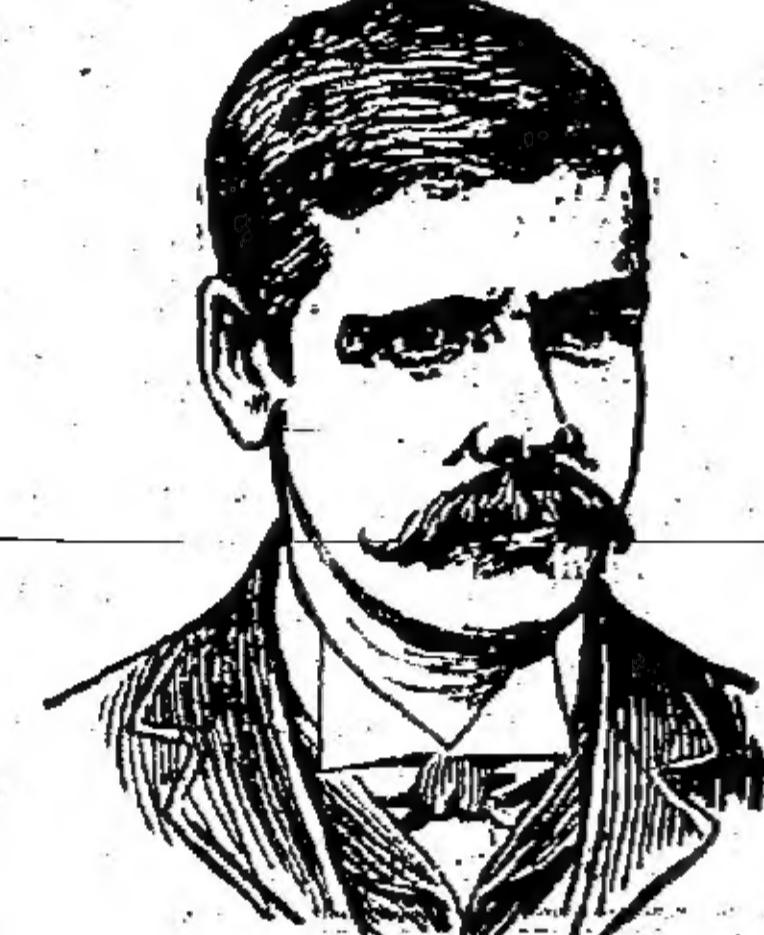
## THREE MONTHS WAS THE LIMIT.

TOLD HE MUST DIE BY THE DOCTORS, MR. E. SPEARMAN HUGHES, OF KANDY, HERE RELATED HOW HE WAS CURED OF EXTREME HEART WRACKNESS AND ANEMIA BY DR. WILLIAMS' PINK PILLS.

"So bad was the condition of my heart that anyone walking by my side could actually hear the irregular throbbing. One doctor after a full hour's examination declared most emphatically that I could not live three months, that it was no use my being medically treated at all. I must resign myself to my inevitable fate." The speaker of these words is Mr. E. Spearman Hughes, well-known alike as a florist and seedsman and as an energetic Salvation Army Officer at his home in Kandy, Ceylon.

"It was as a result of severe Malaria contracted some nine years ago that I fell into an extremely Anemic state, and became afflicted with heart trouble," continued Mr. Spearman Hughes. "After the doctor's verdict that my life span would be completed within three months, I went to Colombo, and there went under medical treatment which included regular baths, but not benefiting from this in the least. I returned to Kandy in a hopeless state of mind. My brother, who is a doctor in Perak, F. M. S., sent me the most costly medicines, but these did me no good.

"One day I accidentally came across a little book lying on the road and picked it up. This proved to be a pamphlet containing reports of cures wrought by Dr. Williams' Pink Pills for Peopple, and among the cases recorded were cases of Heart Palpitations and Anemia.



Mr. E. Spearman Hughes, A. V. S. E., of Kandy, Ceylon.

(from a photograph)

"By what I read in this book I was led to test the merits of Dr. Williams' Pink Pills one after each meal, and to my intense delight soon found that the palpitations were decreasing, in fact on the fourth day I felt so wonderfully invigorated and energetic that I took a six miles walk at a good pace without feeling any ill-effects—this, mind you, by a man who had been condemned to death by the most eminent doctors in Ceylon, and who should have been already dead and buried according to them.

"Continuing with the pills I began to sleep well at night, gained an excellent appetite, and began to enjoy life again. My friends and relatives were astonished at the marvellous change in my which Dr. Williams' Pink Pills so speedily wrought.

"It is six years ago since my cure by Dr. Williams' Pink Pills, and I have not had the slightest return of either Heart trouble or Anemia since. That sounds like permanence, doesn't it? I sincerely believe that I would certainly have fulfilled the doctor's prognosis, and died if it had not been for these pills. I am so grateful for my wonderful cure that I want the whole wide world to know of this grand medicine."

Not only have Dr. Williams' Pink Pills for Peopple cured the after effects of Malaria and other Fevers in thousands of cases, but they are world-famous as the great remedy for Malaria itself, and for Anemia, Debility, Indigestion, Liver Complaint, Headaches, Nervousness, Paralysis, Beri-Beri, Eczema, Skin Disorders, and those ailments which are peculiar to the tropics. Obtainable wherever medicines are sold, these pills can also be had direct from the Dr. Williams' Medicines, 80, Sechuan Road, Shanghai, 1 bottle for \$1.50 or 6 bottles for \$8, post free.

## CHURCH SERVICES.

PEAK CHURCH—Holy Communion 8 a.m. every Sunday.

ST. PETER'S CHURCH, Queen's Road, West 15th Sunday after Trinity, 23rd August, 1910.

11 a.m. Venit. Lys; Psalms, Monk, Aldrich and Woodward; Hayes, Russell and Staines; Rycio, Vincent; hymns 237, 189, 168 and 303; Holy Communion, 12.30 p.m. 0.30 p.m. Psalms, Hopkins and Stephens; Magnificat, Cambridge, 24th a.m.; Nonnus; Dimity, Barnby, 7th p.m.; hymns, 111, 343, 557 and 642.

The Church having "Daypring" will call on ships carrying wine to bring frie-shafts to the Services between 9.30 and 10.30 a.m. and between 4.15 and 5 p.m. (Kowloon Police Pier 10.10 and 6. returning afterwards). The "Awakening Fannion" is the Call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c., provided. Sunday school 10 to 10.45 a.m.

ST. JOHN'S CATHEDRAL, Hongkong, 15th Sunday, after Trinity, September 4th. Holy Communion (8.15 a.m.) Matins (11 a.m.) National Anthem; Responses; Final; Venite, Russell; Psalms, of the 4th morning; Te Deum, Baker in F.; Jubilate; Hymns; Anthems; "From all that dwelt"; Walmisley. Holy Communion (12 noon) Kyrie, Baker in F. (1); hymns 317 and 304. N.R. Psalm 16, verse 1 and 5 in unison. Psalm 21, verses 1, 2 and 13 in unison. Evensong (5.45 p.m.) Responses; Psalms of the 4th evening (1); Magnificat, Stainer (8th evening); Nunc Dimittis, Weley; hymns 200, 695 and 281; Preacher, The Bishop of Victoria. N.B.—Psalm 22, verse 5, 23 and 24 in unison. Psalm 23, verse 4 in unison.

KEELUNG, SHANGHAI, PUKOW, HANKOW, &c.

ANPING VIA SWATOW & AMOY.

TAMGWI VIA SWATOW & AMOY.

SWATOW, AMOY & FOOCHOW.

SWATOW, AMOY & FOOCHOW.

MANILA.

MANILA.

MANILA.

ILIOILO & CEBU VIA AMOY.

KUDAT & SANDAKAN.

BOMBAY VIA SINGAPORE & COLOMBO.

BOMBAY VIA SINGAPORE & PENANG.

SINGAPORE, PENANG & CALCUTTA.

BATAVIA, CHERIBON, SAMARANG, &c.

AMERATOON APCAE.

FOOKANG.

TIJIPANAS.

## RULES FOR A HUSBAND.

## A MALAY MARRIAGE CONTRACT.

A Singapore Correspondent writing to a London paper says:—

"There is a little tin mining centre away up in the Federated Malay States, named Ipoh, which lays claim to the distinction of being the hub of Malaya. Twenty years ago, it was a small collection of native huts; but at present it is a town, with well-built modern houses which are daily increasing, and is second to none in the whole of Perak. I was recently in the town, and as time hangs somewhat heavily, I dropped into the Court of the Judicial Commissioner to hear an appeal case, in which exception was taken to the granting of a divorce by the husband of a Malay woman.

The proceedings were certainly interesting, as it appeared that the decision was based on the grounds that the appellant had broken his marriage contract. For instance, when the wife became disobedient, he remained by indulging in opium smoking, and purchased the necessary paraphernalia. He also failed to hand her his pension, which he had promised to do, and regarding a provision for new clothing to his wife twice a year, he submitted that he had bought her five sarongs on four occasions, as well as a sariang in which to pray.

NO JOKES ABOUT MOTHER-IN-LAW.

The clauses of this marriage agreement were submitted to the court, and were to the effect that the appellant agreed to hand the whole of his pay to his wife and to mutually agree that they would eat together according to the custom of the people. Moreover, he contracted to stop opium smoking after May, 1909, and never in any way cast aspersions or reflect on the relations of his wife, or to use any uncomplimentary language towards her.

One clause said, "But above all, will I not say 'Hendah Cherali'?" The fifth and last clause was an embodiment of agreements on the part of both parties, and was to the effect that the appellant agreed to provide his wife with clothes twice a year according to Mohammedan law, while the wife stipulated that she would be obedient to her husband, otherwise she would be subject to his punishment.

Another clause was added which made provision that the appellant should hand over all his pension to his wife or whatever he might get, and in the event of his non-compliance with this provision, or "disobedience on his wife's part to endure it," recourse could be had to the arbitration of the Kathi, and a Taluk should drop if the facts were proved.

Well, the case was argued at length before Mr. Justice Elbden and three Mohammedan assessors, the appeal being eventually dismissed, the judge remarking that the agreement was one which had been mutually drawn up, and there was nothing in it which could affect anything in it otherwise than binding. Therefore the acting chief Kathi of Kuala Kangsar had found rightly when he granted the wife a divorce.

A warranted cure for all acquired or constitutional Disease from the Urinary Organs in either sex. These famous pills also cure Gravel, Pains in the Back and all Kidney Disorders. Free from mercury. Forty years' success. Sold by all Chemists and Storeskeepers throughout the world.

## 16 Pcs of delicious strengthening Bouillon

delight for the strong, a godsend for the weak, made from a oss. of Lemco. The rich beef goodness of LEMCO has restored thousands of invalids.

A user writes:—"I have derived great benefit

"from Lemco... I had suffered much from

"Anemia, and am now getting well, thanks to

"Lemco."—Mauritius.

LEMCO & LEYTON'S AVENUE, London, E.C.

The Original English Company's Extract.

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Lemco

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## SHIPPING.

## ARRIVALS.

ARCADIA, British str., 6,603, S. Barcham, 2nd September—Shanghai 30th Aug., General P. & O. S. N. Co.  
BUOY MARY, Japanese str., 1,813, Y. Yatsuyama, 2nd September—Daly 26th August, Coal—Mitsui Bussan Kaisha.  
KWANTUNG, Chinese str., 2,712, Smith, 2nd Sept.—Calcutta 17th August, General—David Bassett & Co.  
NANCHANG, British str., 1,014, Cogan, 2nd Sept.—Nanchang 23rd Aug., General—Batterfield & Swire.  
PALMA, British str., 4,193, G. W. Cookburn, L.N.D., 2nd Sept.—Antwerp and London 23rd July, General—P. & O. S. N. Co.  
TAMING, British str., 1,350, G. H. Pennofether, 2nd September—Manila 30th Aug., Homg and General—Batterfield & Swire.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
2nd September.  
Arcadia, British str., for Europe, &c.  
Asia, American str., for San Francisco.  
Chipping, British str., for Swatow.  
Zejro, British str., for Manila.

## DEPARTURES.

2nd September.  
AMBRIA, German str., for Shanghai.  
CHOYANG, British str., for Shanghai.  
DUIFAR, Norwegian str., for Swatow.  
GLAMORGANSHIRE, British str., for Shanghai.  
HAIYANG, British str., for Swatow.  
HELINE, German str., for Hiochow.  
KAIFONG, British str., for Iloilo.  
KASHING, British str., for Amoy.  
KUMANO MARU, Japanese str., for Australia.  
LINAT, British str., for Canton.  
LOONGSHANG, British str., for Manila.  
MARIE, German str., for Saigon.  
SINGAN, British str., for Haiphong.  
SUVERIC, British str., for Manila.  
TIPAKAS, Dutch str., for Batavia.  
TSURUGISAN MARU, Japanese str., for Moji.

SHIPPING REPORTS.  
The British str. *Ossuary* reports: Fine weather, S.E. to N.E. winds.  
The Brit. str. *Taming* reports: Fresh S.W. wind, rough sea, cloudy with heavy rain squalls.

## VESSELS IN DOCK.

Sep. 2nd.  
TAIKO DOCK.—Union, Drumellon, Demeter.

## VESSELS EXPECTED.

THE INDIAN MAIL.  
The Indo-China str. *Nantung* left Calcutta for the Straits and Hongkong on the 22nd ult., and is due here on or about the 7th instant.  
The Indo-China str. *Laiyang* left Calcutta for the Straits and Hongkong on the 28th ult., and is due here on or about the 13th inst.

## THE GERMAN MAIL.

The J.G.M. str. *Dorfingher*, carrying the German Mails with dates from Berlin of the 10th ultimo, left Colombo on the 27th ult., and may be expected here-on or about the 7th instant.

## THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Empress of India* arrived at Kobe at 8.30 p.m. on the 1st instant, and left again at 2 a.m. on Friday for Shanghai, where she is due to arrive at 3 a.m. on the 5th instant.

## THE AMERICAN MAIL.

The P.M. str. *Mongolia* left Yokohama on the 30th ult., for Hongkong via Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 11th inst.

The T.K.K. str. *Tewyo Maru* sailed from San Francisco on the 16th ultimo, for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 13th instant.

## THE AUSTRALIAN MAIL.

The E. & A. str. *Eastern* from Sydney, &c., left Port Darwin on the 29th ultimo for Timor, Manila and this port.

The E. & A. str. *Alderman* left Sydney on the 31st ultimo for Queenstown Port, Manila and this port.

## MERCHANT STEAMERS.

The *Copri* left Singapore for this port on the 29th ultimo, and may be expected here-to-morrow.

The str. *Bloemfontein* left Singapore on the 30th ultimo, and is due here-to-morrow p.m.

The Magal str. *Pathan* sailed from the United Kingdom on the 2nd ultimo for Hongkong via Straits.

The "Ben" Line str. *Bengloe* from Middlesex' Antwerp and London left Singapore on the 23rd ultimo for this port.

The H.A. Linio str. *Alesia* left Singapore on the 30th ultimo p.m., and may be expected here on or about the 5th instant.

The str. *Glenrae* left Singapore on the 31st ultimo, and is due here on or about the 5th inst. p.m.

The O.S.K. str. *Panama Maru* left Tacoma for this port via Japan and Manila on the 6th ultimo, and is expected to arrive here on or about the 13th instant.

The N.Y.K. str. *Ceylon Maru* (Bentley Line) left Bombay for this port via Colombo and Singapore on the 26th ult., and is expected here on the 13th instant.

The O.S.K. str. *Seattle Maru* left Tacoma, Wash. for this port on the 20th ultimo, and is expected to arrive here on or about the 27th instant.

## PASSENGERS.

ARRIVED.  
Per *Lightning*, from Calcutta, &c., Captain Ralph and Mr. Percy.

Per *Arcadia*, for Hongkong, from Yokohama, Mrs. S. A. Joseph, from Shanghai, Messrs. C. Stratford and C. L. Salt, from Yokohama, for Colombo, Mr. W. E. Mauldin and Rev. W. Livingstone, from Shanghai, for Singapore, Mr. R. Williams, Mrs. Williams and child; for Colombo, Mr. J. C. Beckhoff; for London, Mr. A. M. Marshall.

Per *Taming*, from Manila, Mrs. Bhaiwall and 4 children, Mrs. E. Mallen and child, Mr. and Mrs. P. Yale and child, Messrs. McCall, Frank, Periera, Frazer, Gomez, Maderia, Alcedo, Thomas, Lorenzo, Felton, Yeddes, Ortman, Blake, Weeks, Reich, Tobias, Atkies, M. Calija, J. Callija, Smelsen, Gonzales and Cuson, Misses D. Mauinco, A. Puerto and G. Salvinas, Masters R. and A. Baumau and J. Villanueva.

## DEPARTED.

Per *Kawano Maru*, for Australia, Mr. and Mrs. G. Wood, Miss Wood, Mr. Molison, Mr. Edward Littonius, Mr. J. Reid, Mr. Priest, Mr. F. Kulla, Mr. R. Scherer, Mrs. Simpson and child, Mr. Simpson, Mrs. Chunyut, Mr. O. K. Chunyut, Miss. Chunyut, Mr. Joe Strickland, Mr. and Mrs. Foster, Messrs. C. L. Seitz, Curtis, K. Miyasaki, K. Kuroseki, Y. Hogiware, P. Hogiware, P. Leones, G. Varmatter, J. Bennett, R. Levy, Emile Pollard, J. D. Welsh, Valers Domesain, R. Dovey, W. Nichols, Ramon Crisologo, C. Legampi and Mrs. W. Hansen.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON  
AUSTRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, FERDINAND GULF, CONTINENTAL  
AMERICAN AND SOUTH AMERICAN PORTS.

THE Steamship

"ARCADIA"

Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., TO-DAY, the 3rd September, 1910, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOREA" 10,900 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Pansy," due in London on the 15th October, 1910.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,  
Superintendent,  
Hongkong, 22nd August, 1910.

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

"ARRATOON APCAR"

Captain W. D. A. Thomas, will be despatched for the above port TO-MORROW, the 4th Sept., at 10 A.M.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,  
Agents,

Hongkong, 3rd September, 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

REUGLAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILING FROM HONGKONG.

FOR BOSTON AND NEW YORK

S.S. LENNOX .. About 3rd Sept.

S.S. SAINT PATRICK .. About 10th Sept.

For freight and further information, apply

DODWELL & CO., LTD.,  
Agents.

Hongkong, 23rd August, 1910.

[991]

## CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE"

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a regular schedule service of 2 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.

"EMPERESS OF INDIA" Sat., 17th Sept.

"EMPERESS OF JAPAN" Sat., 8th Oct.

"EMPERESS OF CHINA" Sat., 29th Oct.

"MONTEAGLE" TUESDAY, 8th Nov.

From Quebec.

"ALLAN-LINE" FRIDAY, 14th Oct.

"EMPERESS OF IRELAND" Fri., 4th Nov.

"EMPERESS OF CHINA" FRIDAY, 25th Nov.

"ALLAN LINE" FRIDAY, 25th Nov.

From St. John, N.B.

"EMPERESS OF INDIA" Sat., 19th Nov.

"EMPERESS OF JAPAN" Sat., 17th Dec.

From Quebec.

"EMPERESS" Steamships leave HONGKONG at 6 P.M.

"Montagle" at 12 NOON.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Pacific Express, and at St. JOHN or QUEBEC with the Company's New Pacific Express, and affording a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific end or the Atlantic are equipped with the Marconi Wireless apparatus.

First Class rates to London included cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Map, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Fraya, opposite Blake Pier

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON.

TRANSHIPMENT ON THE CO'S STEAMERS AT SINGAPORE FOR BATAVIA; AT COLOMBO FOR CALCUTTA, BOMBAY AND AUSTRALIA; AT PORT SAID FOR THE LOVANTE, CONSTANTINOPLE AND BLACK SEA.

THROUGH TICKETS ISSUED TO LONDON VIA PARIS, FROM MARSEILLES TO LONDON, VIA FRENCH RAILWAY, £27.10. up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet Passengers on their arrival in MARSEILLES.

For further particulars, apply to

Hongkong, 31st August, 1910.

NOTICES TO CONSIGNEES

S.S. "TOURANE," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex

s.s. "Charente" and "Medoc" from Havre ex s.s. "Ville de Constantine" in connection with above Steamer, are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th Sept. will be subject to rat.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 5th September, at NOON, will be subject to rent and landing charges.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 5th Sept., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	ARCADIA	Noon, 3rd	See Special Advertisement.
	Capt. S. Barcham	Sept.	
KEELUNG, SHANGHAI, PUKOW, HANKOW, PALMA, CHINWANTAO, MOJI, KOBE and YOKOHAMA	4 P.M., 3rd		Freight only.
London and ANTWERP, SINGAPORE, PEN. NUBIA, ANG. COLOMBO, PORT SAID and MARSEILLES	About 7th		Freight and Passage.
SHANGHAI, MOJI, KOBE, NORE and YOKOHAMA	About 8th		Freight and Passage.
DELHI	About 15th		Freight and Passage.
SHANGHAI	Capt. G. W. Gordon, R.N.R.	Sept.	
For further Particulars, apply to	E. A. HEWETT, Superintendent		
Hongkong, 3rd September, 1910.			[1]

CHINA NAVIGATION CO., LTD.  
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAN"	On 4th Sept., D'light
CHEFOO & NEWCHWANG	"NANCHANG"	On 6th Sept., 4 P.M.
ILOILO & CEBU VIA AMOY	"SUNGKLANG"	On 6th Sept., 4 P.M.
MANILA	"TAMING"	On 6th Sept., 4 P.M.
DIRECT SAILINGS TO WEST RIVER	Twice Weekly.	
	S.S. "LINTAN" and S.S. "SANUL"	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Cargo boomed through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE & \$80 RETURN.

For Freight or Passage apply to—

Hongkong, 3rd September, 1910.

TELEPHONE 36.  
BUTTERFIELD & SWIRE,  
AGENTS.

[10]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW

AND RETURN.  
Occupying 9 to 10 Days.  
STEAMERS CAPTAIN LEAVING.

"HAIMUN"	Capt. A. H. Stewart	TUESDAY, 6th Sept., at 10 A.M.
"HAITAI"	Capt. J. W. Evans	FRIDAY, 9th Sept., at 10 A.M.
"HAIYANG"	Capt. A. E. Hodges	TUESDAY, 13th Sept., at 10 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier). During the Month of September, a Special Reduction of 20% on Fares to Foochow and Return will be allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO.,  
GENERAL MANAGERS.

Hongkong, 3rd September, 1910.

[9]

EAST ASIATIC CO., LTD.  
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.  
ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

SHANGHAI, YOKOHAMA and KOBE "TRANQUEBAR" .... On 10th September

For Further Particulars, apply to—

MELCHERS & CO., AGENTS.

Hongkong, 18th August, 1910.

[6]

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS TO SAIL.

\* TIENTSIN VIA SWATOW, TSING-1 CHIPSHING ... Saturday, 3rd Sept., Noon.

TAU, WEIHAIWEI & CHEFOO ... "HANGSANG" ... Friday, 9th Sept., Noon.

\* SHANGHAI, KOBE & MOJI .... "NAMSANG" ... Friday, 9th Sept., Noon.

\* MANILA .... "YUENSANG" ... Friday, 9th Sept., 4 P.M.

\* SINGAPORE, PENANG & CALCUTTA "FOOKSANG" ... Wednesday, 14th Sept., Noon.

\* MANILA .... "LOONGSANG" ... Friday, 16th Sept., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sul. Erich. 4.

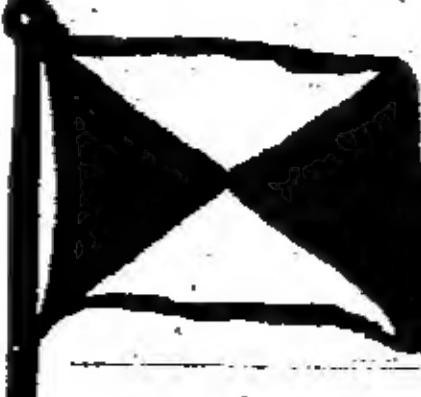
For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

Hongkong, 3rd September, 1910.

GENERAL MANAGER [1]

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.



STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 3rd Sept., Noon.
RUBIO	2540	R. Rodger	Manila	On 10th Sept., Noon.
For Freight or Passage apply to			SHEWAN, TOMES & CO.	General Managers.

Hongkong, 29th August, 1910.

For Freight or Passage apply to

E. A. HEWETT,  
Superintendent

Hongkong, 3rd September, 1910.

[1]

For Freight or Passage apply to

E. A. HEWETT,  
Superintendent

Hongkong, 3rd September, 1910.

[1]

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Superintendent

Hongkong, 3rd September, 1910.

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E. A. HEWETT,  
Superintendent

Hongkong, 3rd September, 1910.

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For Freight or Passage apply to

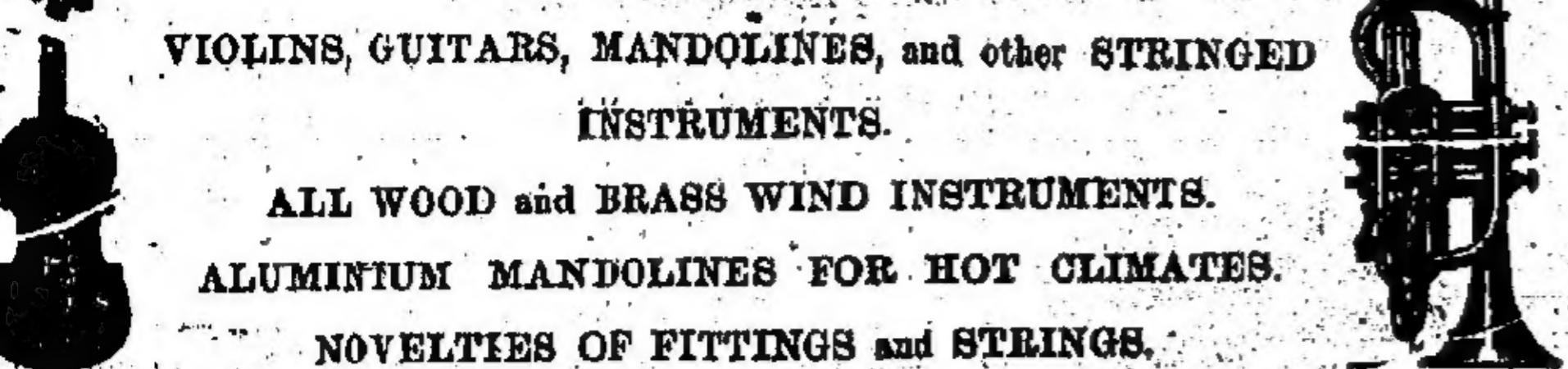
E. A. HEWETT,  
Superintendent

Hongkong, 3rd September, 1910.

[1]

For Freight or Passage apply to

## MUSICAL INSTRUMENTS AND STRINGS.



VIOLINS, GUITARS, MANDOLINES, and other STRINGED INSTRUMENTS.

ALL WOOD and BRASS WIND INSTRUMENTS.

ALUMINUM MANDOLINES FOR HOT CLIMATES.

NOVELTIES OF FITTINGS and STRINGS.

GEBRUEDER SCHUSTER, MARKNEUKIRCHEN 76, GERMANY.  
For Particulars, Catalogue and Samples apply to the Sole Representative for China:

**HUGO C. A. FROMM,**  
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

FOR PER DATE.

SHANGHAI, NAGASAKI, KODE, YOKOHAMA,  
HONOLULU & SAN FRANCISCO ...  
SIBERIAN MAIL TO EUROPE ...

Manila ...  
Swatow, Tsingtao, Weihaiwei, Chefoo and  
Tientsin ...  
EUROPE, &c., India via Tuticorin  
(Late Letters 11.00 to NOON Extra  
Postage 10 cents.)  
(Supplementary mail on board up to the  
time fixed for departure of the mail.  
Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes  
in time for the first clearance will be  
included in this contract mail.)

Macao ...

Saigon ...

Shanghai ...  
SIBERIAN MAIL TO EUROPE ...

Swatow, Amoy and Tamsui ...  
Singapore, Penang and Calcutta ...  
Yokohama and Kobe ...  
Batavia, Cheribon, Samarang Sourabaya and  
Macassar ...  
Swatow, Amoy and Foochow ...  
Chefoo and Newchwang ...  
Amoy, Iloilo and Cebu ...  
Manila ...  
Keelung, Moji, Kobe, Yokohama, Victoria  
and Tacoma ...

EUROPE, &c., INDIA VIA TUTICORIN...  
(Late Letters 11.00 A.M. to 11.30 Extra  
Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in  
time for the first clearance will be  
included in this contract mail.)

Swatow, Amoy and Foochow ...  
Manila ...  
Shau, Kai, Kobe and Moji ...  
Manila, Angaur, Yet, Maron, Friedrich  
Wilhelmsland, Rakan, Herberstein  
Matupi, Brisbane, Sydney, Hobart,  
Launceston, New Zealand, Dunedin,  
Adelaide, Adelais, Perth and Fremantle  
Manila ...  
Singapore, Penang and Bombay ...  
Swatow, Amoy and Foochow ...

EUROPE, &c., INDIA VIA TUTICORIN  
(Late Letters 11.00 A.M. to Noon. Extra  
Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in  
time for the first clearance will be  
included in this contract mail.)

Singapore, Penang and Calcutta ...  
Port Darwin Thursday Is. Cooktown, Cairns  
Townsville, Brisbane, Sydney, Hobart  
Launceston, New Zealand, Dunedin,  
Adelaide, Adelais, Perth and Fremantle

## ELECTRIC IRONS

INDISPENSABLE TO EVERY HOUSEHOLD.

THE MISTRESS  
can iron her own delicate  
faces.

THE MASTER  
can iron his own  
ties.

THE AMAH  
can do all other ironing in  
half the time and without  
grumbling.

The only CLEAN method of Ironing.

The only HEALTHY method of Ironing.

The only CONVENIENT method of Ironing.

CLEAN because the Iron is Nickel Plated and does not require to be placed over fire.

HEALTHY because you dispense with the necessity for sitting fires, and in the height of summer ironing can be carried on in PERFECT COMFORT without inhaling the poisonous fumes given off by gas or charcoal Irons.

CONVENIENT because the Iron is always ready for immediate use, can be connected to any convenient lampholder, and heats up within a couple of minutes.

CAN BE USED FOR SEVERAL HOURS FOR TWENTY CENTS.

**WILLIAM C. JACK & CO., LTD.,**  
Electrical Engineers,  
14, DES VETUX ROAD CENTRAL, HONGKONG.

[40]

### OPIUM.

Quotations are:  
September 2nd.  
Malwa New ... \$1,840/1,886 per picul  
Malwa Old ... \$1,890/1,920 " "  
Malwa Older ... \$1,930/1,960 " "  
Malwa V. Old ... \$1,970/2,000 " "  
Persian fine quality ... \$1,400/1,500 " "  
Persian extra fine ... \$1,900 " "  
Patna New ... \$1,875 per chest.  
Patna Old ... \$1,850 " "  
Banaras New ... \$1,850 " "  
Banaras Old ... \$1,850 "

STEAMERS PASSED THE CANAL

August 9th—Bloemfontein, Glenbrae, Atessa.  
12th—Menelaus, More, Pas, Liny, Tonkin.  
16th—Bentveen, Denfjeller, Flinthuse, Invercraig.  
19th—Hirano Maru, Pembroke, Porthme, Tranquebar, Yarra. 19th—Delayed through mutilation, Pathan.  
26th—Alcinous, C. F. L. Louis, Hudson, Ernest Simons, Kaisos, Nippon, Palauan, Sthonia, Amiral Esmelin, Indraza.  
30th—Benedal, Prins Eitel Friedrich, Somali, Seso Maru, Wyvern.

ARRIVALS AT HOME  
Aug. 29th—Malta. 30th—Erzherzog Frans Ferdinand, African Prince, Luetzow.

### SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 2ND, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS, CASH.
BANKS— Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$930, buyers \$888 x. div.
National Bank of China, Limited	99,925	\$7	\$6	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$82, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$81,40.
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$8, buyers
COTTON MILLS— Two Cotton Spinn'g & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 110.	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	55.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	574.
Lamak King-Mow & Spin & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 70	
Soy Chien Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 240.	
Dairy Farm Company, Limited	40,000	\$74	\$6	\$19, buyers
DOCKS AND WHARFS— Hong Kong & Kowloon Wharf & Co., Ltd.	60,000	\$50	all	\$54, sales
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$502, sales
New Amoy Dock Co., Limited	10,000	\$62	\$62	\$59, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 113 x. div.	
SWANHIE & CO., Limited	18,000	\$25	\$25	\$9, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$5, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$205.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$20, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$25	\$82, sellers
Hongkong Ice Company, Limited	5,000	\$25	all	\$135, sales
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$21.
Hongkong & South China Steam Fisheries Co., Ltd.	16,000	\$10	\$7	\$7, nominal
INSURANCES— Canton Insurance Office Co., Limited	10,000	\$250	\$250	\$172, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$113, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$78.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$250	\$342, buyers
North-China Insurance Co., Limited	10,000	\$25	\$25	\$115, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$835, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$40	\$200.
LANDS AND BUILDINGS— Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$101, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$2, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$32, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112.
West Point Building Co., Limited	12,500	\$50	\$30	\$39.
Mining— Societe Francaise des Charb'ges du Tonkin	16,000	Frs. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$73.
Peak Tramways Co., Limited	25,000	\$10	all	\$16, sellers
Philippines Co., Limited	75,000	\$10	\$10	\$14, sellers
REFINERIES— China Sugar Refining Co., Limited	20,000	\$100	all	\$160, x. d. sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$26, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
SHIPMANSHIP COMPANIES— China and Manlia Steamship Co., Ltd.	30,000	\$25	\$25	\$11, sellers
Douglas Steamship Co., Limited	20,000	\$60	\$27	\$27, sellers
Hongkong, Canton & Macao S.E. Co., Ltd.	30,000	\$15	\$15	\$33, sellers
Indo-China Steam Navigation Co., Ltd.	60,000	per cent.	\$25	all, sel., £26.
Shell Transport & Trading Co., Limited	2,000,000	\$21	\$21	89.
Siau Ferry Company, Limited	10,000	\$10	\$10	\$24, sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$12, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$54, sellers
STORES AND DISPENSARIES— Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$2, sellers
Watkins, Limited	10,000	\$10	\$10	\$3.
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$64.
Weissman, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900	only	all	\$300.
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$8, buyers
BUREAUS— Allagars ...	50,000	\$10	\$10	
Anglo-Malays ...	—	—	—	6.
Balgownies ...	—	—	—	25.
Batu Tiga ...	—	—	—	14 (St.)
Bukit Kajang ...	—	—	—	100.
Castlefields, fully paid	—	—	—	63/6
Chorlton ...	—	—	—	120.
Eastern and International ...	—	—	—	17.6 prem.
Highlands and Lowlands ...	—	—	—	115.
Kemanggings ...	—	—	—	6.5 prem.
Kuala Lumpur ...	—	—	—	—
Lake ...	—	—	—	90.
Lodbury's ...	—	—	—	54.
Linggais ...	—	—	—	12/9.
London Asiatics ...	—	—	—	6/6.
London Ventures ...	—	—	—	7/6.
Melanesians ...	—	—	—	223 (St.)
Pegohs ...	—	—	—	51 x. div. (St.)
Sandycroft ...	—	—	—	27/6.
Sapongos ...	—	—	—	72/6.
Sheffords ...	—	—	—	14 (St.)
Singapore and Johores ...	—	—	—	13.
Sumatra Paras ...	—	—	—	—
Sungei-Kepas ...	—	—	—	117/6.
United Serdang ...	—	—	—	—
LOANS.	AMOUNT.	VALUE.	INTEREST.	QUOTATION.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.
				VERNON & SMYTH, Share-Brokers.

### ON SALE.

### NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of the HONGKONG WEEK